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ESTABLISHED 1857

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Hongkong, 1st October, 1908. [a1375-2]

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Hongkong, 4th December, 1907. [a40]

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Hongkong, 9th February, 1907. [1326]

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Hongkong, 29th December, 1908. [a1268]

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[a216] THE MANAGER.

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[a1625]



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IN FANCY BOXES:  
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## TOM SMITH'S CRACKERS.

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Hongkong, 28th December, 1908. [29]

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The Daily Press.

HONGKONG, DECEMBER 30TH, 1908.

From two opposite, and seemingly perfectly incompatible reasons the cry of the Chinese to be permitted to ruin themselves in their own way has of late years increased in volume and intensity. It has been mainly concentrated on the subject of railways, regarding which it seemed to many capable and well meaning men a hardship that nearly the whole construction and management of Chinese railways should have practically passed into foreign hands. Lately, it is instructive to notice, that the body most interested in the construction of railways, namely the Government of China itself, is beginning to find out the reason that is at the bottom of the seeming anomaly. It is allowed on all sides that it is not the want of means; for China is sufficiently wealthy herself to put up without any apparent effort all the capital required. It is not want of structural ability; for, where tried, the Chinese have always proved themselves capable constructors;—a fact lately emphasised in the building of the line from Peking to Kalgan, and to a less extent in the little line already made between Shanghai and Sunghiang. The reason is in point of fact not far to seek, and has for long been grasped by the foreigner, and impressed by him on the Government of China, yet for all his dimming it is only to-day that China is after generations of apathy at last commencing to have a glimpse of the truth. This is, however, possibly the most whole-

some sign in connection with the recent movement in headquarters. However true and wisely conceived were the ideas of the ancient sages, as to the mutual relations of governor and governed, it is nevertheless the fact that the machine of government could never be got to work. While the sages laid down the principle that the State's only *raison d'être* was the well-being of the people; the State, in the persons of those who administered it, laid down the directly contrary rule that the prosperity of the people was the appanage of the rulers, to be exploited for their own particular benefit. Office was a species of property to be bought and sold, and its proceeds belonged absolutely to the possessor; it was the carrying out of its extreme logical limit of the old adage—*beati possidentes*. Clever business men as the Chinese have ever been, and able as is their administration of commercial affairs, this one false bearing has thrown the whole machine of government out of gear, and has kept China in a continual state of turmoil and disorder. When Manchu succeeded Ming, the instinct of the new government was to rule their newly-acquired possessions as a conquered country, and to prevent concerted action by diminishing the means of communication. Mines were closed and roads permitted to fall into decay, and everything done to isolate the various provinces. Unfortunately from sheer laziness this condition lasted long after the time it might have been useful, and was one of the chief causes leading to the great Taiping Rebellion. With the suppression of that movement a few of the wiser heads commenced to see that, if the country were to be brought into safe conditions, a complete revolution in the methods of intercommunication was required; but the majority brought up in the old school refused to see the inevitable, and stuck to the old groove till the war with Japan once more awoke them out of their slumber. This led to the extension of the telegraph service, but the only railway that had been introduced was looked upon still as a useless incumbrance, only fit for outlandish foreigners to make money of.

The result of the Russo-Japanese war, which largely turned on the good use made by Japan of her more rapid means of communication, at last convinced the Government itself, that to be safe from attack from without railways had become an actual necessity. Foreigners had been for many years pressing them on Peking, but had overshoot the mark by the indecisive urgency with which they pressed for concessions in all parts of the Empire, with the natural result that the suspicion of Government and people were aroused as to their ultimate objects. What foreigners could do China thought she could do as well, with the additional advantage to the country that the gains which the foreigners intended to put in their own pockets would thereby accrue to China. The argument was sound as far as it went, but one thing was kept in the background. Who was to do it? Here at once China's old failing came to the front: there was no confidence between rulers and ruled; their interests were different, their methods incompatible. With a system of banking instituted centuries before Europe had thought of such a thing, and with banking facilities almost as perfect as those of the most advanced nations of the world, China still remained without a currency. The reason she well knew: her commerce was carried on by means of silver ingots. These ingots bore no State mark, but merely the impress of a private bank; and why? The bank had early learnt the lesson that good faith is the foundation of profitable commerce. The State founded its ordinary practice on the reverse principle that what came into its hands was its own, and not to be enquired into. Time after time the State had essayed to introduce a currency, but with the same result: good faith was good enough for the merchant; for the State it was a useless and needless luxury. That such is still the ruling principle of government we have only to look at the copper coins of the day to discover. Yet this debased coin only some five or six years ago was ushered in with a flourish of trumpets as an instance of how far China had gone on the road of reforming her old ways. It has been the custom with regard to this for Peking to cast the finger of scorn at the provincials:—It was these wicked provincial officers that did it all; true, but Peking had taken care in the first instance to make the provinces pay through the nose for the concession, and had deprived itself of the means of even protesting. Whatever happened Peking had taken care ahead that it, at least, would be no sufferer, whoever had to pay the piper. Now very much the same has happened with regard to the railways, and the only difference is that this time Peking has had the grace to acknowledge that all is not as

straight as it should be, and that there is some justification for the feeling of the gentry and people that the Government has not deserved to be trusted. They do not, they say, understand what is meant by the statement that railways are to be a joint undertaking between Government and Gentry; they have, they make bold to say, had enough of these governmental affairs, and recall the promises held out with regard to the telegraphs which did not prevent the Government from practically confiscating the whole of the private shares. An even worse case was that of the Canton-Hankow Railway. It is here no excuse to say that the foreign concessionaires were little better. The Government took the concession away from the original contractors who had broken their pledges, and announced its intention of raising the money by a patriotic subscription from its own subjects, who were promised full control. We all know what the result has been. The Tientsin-Pukou line is not as yet two years old; may it not be that things are clearer there? We have again the authority of Peking itself that practically they are about as bad as they could well be. The money has gone, and there is no one who finds it his duty to tell where. It is notorious that the first thing done was to appoint a number of useless and disreputable officials to various nominal posts about the line, long ere any beginning of the work was thought of. Peking complains of this, but there is unfortunately a good deal of suspicion that the crime here was not in having appropriated funds intended for construction to their own private uses, but rather that they had forestalled the capital. All all events the result is much the same; the foreigner has been found to provide the funds, and this time he has engaged to ask no questions. Whether the result is likely to be satisfactory, for either lender or borrower, remains to be seen. Seeing how little sign there is of any disposition to amend, it would certainly seem to be kinder, in the interests of good government in China, and the welfare of people and Government alike, to require some means of practical control. It is not meet that we should find ourselves in the unenviable position of riveting on China the yoke of the eunuchs, who have already brought her so low. Yet that is what we seem to be doing, for there is little doubt that here, as in the case of the copper ten-cash issue, certain eunuchs in or about the court of the late Emperor Dowager could give some account of the money that has been squandered.

The Bishop of Victoria is to address the new year meeting in the Theatre Royal on Sunday night.

Mrs. May will distribute the prizes at the Bellis Public School to-day and parents and friends are invited.

The iron structure at Blake Pier is practically completed. The shelter looks a substantial one and should not disappear when the next typhoon strikes the Colony.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—V. Athena (for 1909) \$10.

Mr. John Blechynden, who is well known locally by his connection with Shanghai's docks, has recently undergone an operation in the Shanghai General Hospital.

The Board of Rites has made a suggestion to the Throne that, during seven days of the Chinese New Year festivities, the mourning dress may be discarded.

Engineer-Lieut. H.J. Clegg, recently attached to the Naval Yard, Hongkong, has been appointed to the *Edgmont*, as additional assistant to the chief engineer at Malta dockyard, for gun-mountings.

On Kennedy Road, which at its terminus near the Naval Hospital is not without danger to pedestrians at night, owing to its precipitous sides not being protected, there is now being erected a useful fence.

Mr. Aglan, Commissioner of Customs at Hankow, will shortly leave for home on three months furlough. During his absence Mr. Sugden will be Acting Commissioner and Mr. Fitzgibbon, Acting Deputy.

A memorial to the Throne suggests that soldiers be sent from Peking to Anhwei in order to prevent another revolt and at the same time impress the soldiers of Anhwei with the efficiency attained by the troops in the capital.

The Board of Posts and Communications has decided to open a General Post Office at Lhasa and branch offices in all other important Thibetan cities, so as to facilitate communication between Thibet and the outside world.

The marriage has been celebrated at Tientsin of Miss Edna Hillier, daughter of Mr. H. M. Hillier, Commissioner, I.M.C., and Dr. David Brown, of Tientsin. About three hundred people attended the reception, including Sir Robert and Lady Dredon, and Miss Bredon, M. Casanova, Mr. E. G. Hillier, Sir Walter and Lady Hillier, Mr. John Jordan, Lady Jordan and Miss Jordan, Mr. and Mrs. E. H. Wade, Miss Daly, Mr. C. D. Jameson, Mr. and Mrs. W. W. Bookhill, and Dr. Morrison.

The President of the Board of War, Tieh Liang, has wired to the Tartar Generals, Viceroys and Governors of the provinces asking them whether they have carried out his instructions to build gunboats for coast defence and for patrol purposes.

Many quaint specimens of English are seen in Hongkong. The latest issued by the proprietor of a native hotel is an invitation to his customers to attend the Christmas drawing at his place. There are "500 numbers and every one are entitled to get more or less present."

In view of the approaching establishment of a Parliament, the Prince Regent has consulted his Ministers as to the desirability of forming a responsible Cabinet. Their Excellency Chang Chih-tung and Yuan Shih-kai are heartily in favour of the idea, but Prince Ching thinks that this is not the time for it and suggests that the question be shelved for three years.

Mr. T. Jernigan, concludes a long letter on the subject of the U. S. Court for China with the following observations:—"The report that the average status of Americans in China is not good is false. If the American name has been shamed in China it is due more to the corruption and want of social culture of some American officials than to the average American citizen."

The Chinese Commissioner to the International Fish Congress, Koo Hing Ming, says that the United States has promised to send different species of fish to China to assist the industry. Thoroughly a San Francisco journal concludes that with the Americanisation of the Chinese fish the re-awakening of China ought to be pretty well on toward accomplishment.

We fancy we have heard it remarked more than once that in the matter of overcrowding Hongkong beats Glasgow. In a recent speech on the Housing Bill the Lord Advocate is reported to have said that "out of a Scottish population of 5,000,000 there are 2,000,000 living in one room." Now, we are quite sure there is no one room big enough in Hongkong to accommodate two million persons, even if they were packed like peas in a bag.

While schemes are being considered in France to expand population, a writer in a recent number of the *Tokyo Keizai Zasshi* suggests the adoption of a marriage tax in Japan for the purpose of preventing overpopulation and at the same time of obtaining a new source of revenue for the country. According to the latest census, says the writer, the population of Japan is returned at 43½ millions, and it is increasing annually at the rate of something like half a million. Even now, the writer adds, Japan is suffering to a certain extent from the effects of overpopulation, and if her population is allowed to grow unchecked at the present rate, it is evident that the country will at no distant future be confronted with a serious problem.

## THE S.S. "FATSHAN" INCIDENT.

CANTANKEROUS CANTONESE—RENEWED EXCITEMENT.

Our Canton correspondent writes:—

The local papers say that the Portuguese Consul, in a communication to the Viceroy, states that the case will be tried at the Portuguese Consulate, and requests His Excellency to delegate deputies who understand English and French to attend at the Consulate on the day of the trial to watch the proceedings. The Consul further requests the Viceroy to prohibit the Self-Government Association and the Local Press from continuing to discuss the matter and adds that if further meetings on the subject are held or opinions published prejudicial to the trial of the accused, it will be impossible to regard the evidence for the prosecution without suspicion.

His Excellency the Viceroy is said to have replied as follows:—"Hitherto in all international cases of this kind both foreign and Chinese Authorities have always relied on, and recognised, the evidence of Chinese undertakers. In Tientsin, Hankow and elsewhere there are official records of similar cases. The Magistrate's undertakers examined the corpse and it is proved that there were wounds. The accused surrendered himself and appeared so promptly that surely he must have kicked the man. If he did not do so why should he appear to answer the charge?" The Viceroy asks the Portuguese Consul to fix an early date for the trial so that the grievance may be redressed.

On Christmas Day the Self-Government Association had an excited meeting regarding the *Fatshan* incident. There was, as usual, a very large attendance. Many hostile speeches were made by the speakers—Tam Sui Po, Chan Yu Shing, Kwan Cho Tin, Lam Chi Cheong, Lai Chor Choi, &c. They decided to boycott all goods bearing Butterfield and Swire's chop and also all their steamer. Passengers from the steamer *Fatshan* "will be branded so as to be recognised by all." It was also suggested that "a good hiding" be given to those travelling by that vessel. The members of the Association say that they are upholding China's dignity, whatever action the Government might take. One of the speakers quoted the Hongkong Hotel murder case in his speech and said that the murderer was sentenced to death, although there was no direct evidence to prove that the prisoner did kill the woman. The British Consul, the Viceroy's Deputy and the Nam Hoi Magistrate were all denounced as being unable to carry out their duties properly.

The local press have agreed to suppress the publication of all hostile speeches so as to avoid giving excuse to the foreign consuls for requesting the Viceroy to prohibit these mass meetings. According to the Police regulations enforced sometime ago no meetings can be held without the consent of the police authorities. It is therefore evident that the responsibility rests with the officials and the decisions reached at the meeting are, therefore open to the inference that they have the tacit approval of the officials.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## SERIOUS EARTHQUAKES IN ITALY.

MESSINA—BURNING.

LONDON, December 29th.  
Severe earthquakes have occurred in the Province of Calabria, and in Sicily.

Messina, the capital of Sicily, is on fire, and is practically destroyed. There is a heavy death roll.

## THE WEATHER IN ENGLAND.

LONDON, December 29th.  
Severe snowstorms and heavy frosts are occurring throughout Great Britain.

Traffic has been interrupted, and there have been many shipping casualties.

## PROPOSED INDIAN REFORMS.

LONDON, December 29th.  
Members of the Indian National Congress strongly approve of the projected reforms.

The Mahomedans, however, are dissatisfied.

## THE BALKANS.

LONDON, December 29th.  
Frontier incidents are occurring between the Austrian and Serbian troops.

## THE TOKYO TRAMWAYS.

TOKYO, December 29th.  
At the annual meeting of shareholders of the Tokyo Tramways Co., the report of the Directors was adopted after very violent proceedings which called for the intervention of the police.

The Municipal Authorities have endorsed the company's application to the Government for permission to increase the tram fares.

The decision rests with the Home Office.

The Press opposes the increase and is inciting the people to violence.

[Particulars of the questions at issue were set forth in the letter from our Tokyo correspondent published in yesterday's issue.]

[REUTERS' SERVICE.]

## SPORT.

LONDON, December 27th.  
Swansea has beaten the Australian Rugby football team by 6 to 1. At the South African Olympic games in Johannesburg, Mr. Walker ran 100 yards in nine and two fifths seconds. This constitutes a world's record.

## SANITARY BOARD.

A special meeting of the Sanitary Board was held at 12.30 p.m. yesterday for the purpose of considering the question of declaring Nos. 11 and 12 sheds, Sassoon's Villa, Pokfulam Road, to be infected with foot and mouth disease. Mr. R. O. Hutcheson presided, and there were also present Hon. Mr. W. Chatham (Vice President), Hon. Mr. E. A. Irving (Registrar-General), and Dr. Pearce (Medical Officer of Health).

The COLONIAL VETERINARY SURGEON wrote as follows:—"I have the honour to report for the information of the Board that foot and mouth disease have appeared in Nos. 11 and 12 sheds belonging to the Dairy Farm Company, at Sassoon's Villa, Pokfulam Road. The two sheds form together one building, divided only by a partition. The sheds contain 17 cows, and three are infected. I beg therefore to recommend that sheds Nos. 11 and 12 be declared infected areas under byelaw 12 of the Importation and Inspection of Animals Byelaws in schedule B of Ordinance 1 of 1903-1908.

The PRESIDENT proposed that the building be declared infected.

The VICE-PRESIDENT seconded, and the motion was agreed to.

A second letter by the COLONIAL VETERINARY SURGEON stated:—"I have the honour to report for the information of the Board that yesterday afternoon the manager of the Dairy Farm Co. reported that he suspected that one of the cows in No. 10 shed, Sassoon's Villa, Pokfulam Road, was suffering from rinderpest. The shed contains 17 cows, one calf and one bull. Two cows have now contracted the disease. I beg to recommend that this shed be declared an infected area under byelaw 12 of the Importation and Inspection of Animals Byelaws in schedule B of Ordinance 1 of 1903-1908.

A motion to this effect was proposed by the PRESIDENT, seconded by the VICE-PRESIDENT, and carried unanimously. This ended the business.

## THE SEIZURE OF THE S.S. "TAI ON."

APPARENTLY DUE TO A MIS-TRANSLATION.

Our Canton correspondent writes under the date of the 28th inst.:—

I wired you this morning that the steamer *Tai On* was seized by the Chinese Authorities and taken to Canton. It appears that on the 8th of July last the s.s. *Tai On*, flying the British flag, collided with a junk carrying the Kin Wah Yuk Theatrical Troupe near Ang Ko Tsai. The junk sank and eight persons were drowned. The proprietor of the theatrical troupe, who is also the owner of the junk, instituted an action against the owner of the steamer *Tai On* for the loss of eight lives and property. The Viceroy communicated with the British Consul, requesting that the case be tried according to Treaty Regulations. The British Consul replied that he was not aware of any British vessel bearing that name being registered at the Consulate. The Viceroy afterwards communicated with the Governor of Hongkong to ascertain if the s.s. *Tai On* was a British-owned steamer. His Excellency the Governor is said to have answered that the *Tai On* is not a British steamer and that he was unable to state what nationality the vessel belonged to. The Governor is further reported to have said that if the *Tai On* is flying a British flag, she had no right to do so, as it would be a fraudulent act.

On receipt of the Governor's reply the Viceroy immediately instructed the Commissioner of Customs at Kongmoon to detain the *Tai On* on her arrival at the port. The Commissioner replied that he could not detain the vessel because she had taken out British papers at the British Consulate. This roused the ire of the Viceroy as the statements made by the Commissioner did not agree with the replies of the Governor of Hongkong and the British Consul.

On the 26th instant the Viceroy instructed Admiral Li Tsun to dispatch the gunboats *Kong Tai* and *Kong Ching* in charge of Colonel Lam Kwok Cheung and sub-Prefect Wong Yan Tong to proceed to Chu-tau-shan to seize the *Tai On*. In the afternoon they sighted the steamer steaming up to them. The gunboats hoisted signals requesting the vessel to stop, but she took no notice of the signals and proceeded on her way. The two gunboats then gave chase and hoisted other signals indicating that, if she refused to stop, they would open fire on her. On seeing the latter signals the *Tai On* slowed down and dropped anchor. The two deputies boarded her and told the Captain that they were authorised by His Excellency Viceroy Chang to seize the vessel and take her to Canton. The Captain made no objection, steam launches were dispatched to the *Tai On* to convey all her passengers to their various destinations. The *Tai On* was then escorted to Canton by the two gunboats and arrived here yesterday morning.

Some sort of preliminary inquiry was held at the Admiral's Yamen in the afternoon in the presence of Admiral Li Tsun and a Deputy from the Viceroy's Foreign Affairs Department. It is reported that the foreign officers of the steamer, when questioned by Admiral Li and the Viceroy's Deputy, stated that the steamer *Tai On* was not owned by foreign capitalists, but owned by Sunningpeople surnamed Yi, and that the commander of the steamer bore the same surname.

The above is a Chinese version of the story. Later in the afternoon I interviewed Captain Lawrence of the steamer *Tai On* who said that the steamer left Hongkong at 7 p.m. on the 25th instant for Kongmoon, Kamohuk and Kau Kong. The *Tai On* arrived at Kongmoon on the 26th instant at about 6 a.m. and left that port for Kamohuk at 9.55 a.m. While passing Chu-tau-shan (Flower Island) at 10.55 a.m. the *Tai On* was stopped by two Chinese gunboats named *Kong Tai*, and *Kong Ching*. Several Chinese officials and a body of sailors armed with revolvers boarded the steamer. One of the officials told Captain Lawrence that had been authorized by the Viceroy to seize the *Tai On* and take her to Canton. Captain Lawrence protested against this action and told the officials that the *Tai On* is a British steamer and owned by British subjects. He asked the officials to state their reasons for seizing the vessel, but they refused to do so. The officials said that they had come to carry out orders given by the Viceroy and that both the British Consul and the Governor of Hongkong had refused to recognise the *Tai On* as a British vessel. The officials then sent for several Chinese boats and after the passengers bound for Kamohuk and Kau Kong were discharged into the boats, the officials gave orders to the gunboats to escort the *Tai On* to Canton. The three vessels arrived at Whampoa at 9 p.m. on the 26th instant and left for Canton at day-break the following morning. None of the foreign officers and the Chinese crew have left the steamer. None of them went to the Admiral's Yamen.

Judging from what Captain Lawrence told me it is quite clear that the s.s. *Tai On* is a British owned vessel. However, there is a loose brick somewhere to cause such confusion. It may be that the Viceroy gave the wrong name of the steamer when communicating with the British Consul and the Governor of Hongkong. Another point which might give rise to some confusion in the matter is that the mandarin translation of the two characters 亞 into English is *Tai An*. Naturally if the dispatches bore the last mentioned translation of the two characters both the British Consul and the Governor of Hongkong were doubtless quite correct in replying that to their knowledge there was no British vessel bearing that name.

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LOCAL SPORT.  
FOOTBALL.

Last week was a very quiet one for football enthusiasts. The League had only two engagements, the R.E. v. Y.M.C.A. and Lusitano v. B.O.C.

The R.E. v. Y.M.C.A. match, played on the Military ground, resulted in a well deserved win for the Sappers by three clear goals to nil. The R.E. were undoubtedly the better team. They have shown marked improvement since their friendly meeting with the Y.M.C.A. earlier in the season, when the Saints won by 1-0. On the other hand the Y.M.C.A. have gone off form somewhat. The defence have not been playing up to their reputation, with the exceptions of McCubbin and Wharton who seem to be always in form. The game was very fast and exciting and at times very rough. The teams themselves did not play rough, but two or three men were evidently getting their own back on one another. That sort of thing does not tend to make the noble game of football interesting from a spectator's point of view. If the referee, Gunner Marsh, had been a bit more strict, two of the players should have had marching orders. The game was of particular interest as both teams were at the top of the League with five points each and an equal goal average of 12 goals for and three against.

The Engineers were a better balanced team than the Y.M.C.A. There are several weak points in the Y.M.C.A. that should be strengthened, but the question is—how is this to be accomplished? They have only about 14 players in all and they have only Hobson's choice. McCubbin and Wharton play a very sound game. Van Ginkel seems to be off colour and Storrie can play better, but does not seem inclined to. Kelly and Wilson are the pick of the forwards. Morrish for R.E.'s is a good forward, so is Legrove. Lamb and Edwards at half are careful players. Beardmore and Coxon, at back, are about the best pair of backs in the Colony.

The return League match of the above teams will be keenly fought, and, if Y.M.C.A. get back their early season form, the result should be a draw.

The Lusitano v. B.O.C. game was a very fast one, the teams being equally matched. The B.O.C. should have won on the day's play. They have a better knowledge of the game, but are not very evenly balanced. Goldenberg and Chunyat are good forwards, but the halves do not feed them enough. The Lusitano will have to improve if they wish to repeat the dose. The B.O.C. are improving but the Lusitano are not. A little more practice would do a great deal to improve matters.

This week the League Committee have arranged for six League matches. To-day R.G.A. meet R.A.M.C. at 3.30 p.m., on the Military ground. Referee is Sapper Haigh. On New Year's Day a good match has been arranged between the R.G.A. and R.E. on the Military ground, at 3.30 p.m. Capt. Edwards will referee. On Saturday, January 2nd, on the Military ground, at 2.30 p.m., the R.E. will play B.O.C. Referee, Gunner Marsh. On the same ground, at 4 p.m., the R.G.A. will meet Lusitano. Referee, Sergt. Walsh. At Causeway Bay the Y.M.C.A. will meet Buffs at 4 p.m.; Referee, Sapper Haigh. At 2.30, on the same ground, Naval Yard and R.A.M.C. will play. Referee, Corp. Edwards.

The above matches will alter the League table considerably. On December 30th the R.G.A. should have two points and I rather fancy them for two more on January 1st. On Saturday Buffs, Naval Yard, R.G.A., and R.E. should secure the full points.

## REFEREE.

## HONGKONG FOOTBALL CHALLENGE SHIELD COMPETITION.

A meeting will be held on Monday the 4th prox. to discuss matters in connection with the forthcoming competition. Teams wishing to compete are requested to send a representative to the meeting, which will take place at the offices of Messrs. S. J. David & Co., Princes Buildings, Top Floor, at 5.30 p.m. sharp.

## H.K.V.C.

Practice shoots for the Infantry Company will be held at Tai Hang range on Saturday, the 2nd January, at 2.30 p.m., and on Sunday at 9.30 a.m. Ranges—200, 300, 500, and 500, if time permits. A European will be in charge of the butts. Ammunition cannot be obtained on the range.

It is desired to commence a competition for a Cup kindly offered by Captain Wood, and it is hoped every member will be present at one, if not both, of these shoots, in order that handicaps can be arranged.

## MANILA AND THE CATTLE TRADE.

## A SHIPMASTER ARRESTED FOR CRUELTY.

The complaints of the collector of customs against the cruelty practiced on certain cattle ships in the business of transporting cattle from the China coast to Manila has come to a head, says the *Combiner*, by the commencement of proceedings in the Court, of First Instance against F. W. Bull, the master of the steamship *Standard* which, on the 2nd day of December steamed into Manila with 677 heads of cattle without providing suitable means for securing such animals while in transit, so as to avoid cruelty and unnecessary suffering to them.

It is charged that Captain Bull failed to provide stalls for the animals in transit and suitable means for tying and securing them. They were tied by their noses and the result was many of them reached Manila dead or dying and others in a mutilated condition. These charges were filed by the prosecuting attorney and Mr. Bull was arrested on a warrant issued by the court and at once arraigned. He gave bail in \$300 to appear for trial on the 26th inst.

## ARRIVAL OF THE "HIRANO MARU."

The new N.Y.K. twin screw steamer *Hirano Maru*, one of six sister ships built or building by the Kawasaki Shipbuilding Co. of Kobe and the Mitsui Bishi Dockyard, Nagasaki, arrived in port yesterday. The new vessel, which was launched at Nagasaki on the 21st April, is commanded by Captain H. Fraser, one of the oldest commanders in the Company's service, and he has every reason to be proud of his handsome craft, which is designed for the European service, and is now making her maiden voyage. The general comfort of passengers has been kept in view throughout and leaves nothing to be desired. There is accommodation for fifty-eight first class, twenty-eight second class, twelve special and one hundred and forty steerage passengers while there is also special accommodation for twenty-five first class and third class passengers. All the cabins are neatly and cosily fitted up and the decorations and fittings are of the latest designs and of a first class nature. The saloon is a splendid apartment and is well lighted and ventilated. The smoking room, social hall, drawing room, music room, barber's room, dark room for amateur photographers, etc., are all that could be wished for, and in addition there is a fully equipped surgery where all cases of sickness can be treated. The laundry, galleys, pantries, bakery, etc., are models. The lavatories and baths, showers, etc., are also a feature of the vessel. She is fully supplied with fire fighting appliances, life boats, rafts, belts, etc., and the latest designs of navigating instruments are carried. The cargo space is ample and for the handling of heavy weights she has four large derricks and cranes, one of which is capable of lifting forty tons. The following are the dimensions of the vessel:—Length, 482 feet 9 inches; moulded, 465 feet; breadth, 56 feet; depth, 34 feet 6 inches; tonnage gross, 8,770 tons; horse power, 7,500; speed sixteen knots. She has three decks and her propelling machinery is of the latest and best description. She is built entirely of steel and is lighted throughout with electric lights.

## THE JAPANESE MINISTER TO ENGLAND.

A large number of residents accepted the invitation of the Consul for Japan and Mrs. Funatsu to an "At Home" on the *Hirano Maru* yesterday to meet Mr. T. Kato, G.M.C., who is on his way to England as Japanese Ambassador, accompanied by Mrs. Kato. Mr. Kato has twice occupied the post of Foreign Minister and has on a previous occasion represented his country for five years at the Court of St. James. Mr. Kato is regarded in Japan as "one of the junior statesmen with a bright future." He has many friends among English statesmen including Sir Edward Grey, the present Minister of Foreign Affairs. Of Mrs. Kato Sir Claude Macdonald said at the recent banquet of the British Society in Tokyo—"It may interest my hearers to know that when the Royal Family of England heard that Mr. Kato had been appointed as Japanese Representative in London they expressed a desire that Mr. Kato, whom they knew and liked so much, would accompany her husband. Anybody who has the proud privilege of knowing Mrs. Kato will agree with me when I say that she is a fitting helpmate to her husband, and a lady endowed with the most gracious sweetness of character combined with a very great deal of common sense." Miss Kato is accompanying her parents.

The ship was gaily decorated and the hospitality shown the visitors on board was much appreciated.

His Excellency and Mrs. Kato were the principal guests at a dinner at Government House last night.

## CLEVER CAPTURE OF A THIEF.

Before Mr. J. H. Kemp at the Magistracy Gunner J. W. Newton, of H.M.S. *Janus*, prosecuted his Chinese steward for stealing \$50 on divers dates during this month. The complainant, who had been missing small sums of money from his chest of drawers from time to time, prepared an electrical contrivance for the capture of the culprit. An electric wire was conveyed from one of the drawers to the mess room, a bell being attached to the end in the mess room. Then the electrician so arranged his drawer that when it was pulled open three inches there was a connection with the bell wire and the bell in the mess room rang. He had also prepared a groove in the woodwork which prevented the drawer from closing. While complainant was in the mess room on Monday, the bell which brought about the downfall of the thief began to ring, and on proceeding to his room Gunner Newton found the defendant trying to close the drawer. His Worship convicted the defendant, and sentenced him to three months' imprisonment with hard labour.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 29th at 11.55 a.m.—The barometer has fallen considerably in Japan, and risen slightly over China.

The depression lying over Manchuria yesterday, is crossing the Sea of Japan. An area of high pressure is situated over the continent to the North of the Upper Yangtze. The monsoon will freshen in the Formosa Channel, and continue to blow strongly over the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood:	N. winds, moderate to fresh; fine.
Formosa Channel:	N. and N.E. winds, fresh to strong.
South coast of China between Hongkong and Lamooka:	Same as No. 1.
South coast of China between Hongkong and Hainan:	Same as No. 1.

## HAMBURG LETTER.

[WRITTEN FOR "THE HONGKONG DAILY PRESS"]

November 26th.

THE EXCITEMENT SUBSIDING.  
The excitement caused by the publication of the "Interview" in the *Daily Telegraph* and the subsequent debates in the Reichstag is gradually, if slowly, subsiding, as the belief is gaining ground that the unanimity with which the entire nation and its representatives have censured the offensiveness and the personal interference of the Kaiser in the policy of the country cannot have failed to impress him deeply, and it is looked upon as an earnest of his resolve to turn over a new leaf that, at the celebration of the centenary of the granting of self-government to the towns in Prussia last week, he read a speech presented to him by Prince Bismarck, instead of availing himself of the opportunity, he was wont to do, to "point a moral and adorn a tale." It is even pretty generally believed that besides a verbal promise of greater reserve and circumspection in his intercourse with foreigners, notably journalists, made to the Chancellor at the memorable interview which followed the debate in the Reichstag, His Majesty gave him an assurance to that same effect in writing. Extravagant versions of the document circulated by some of the papers have not with a demerit on the part of the Government, but the fact itself has been neither confirmed nor denied, which looks as if the report were not altogether unfounded. Whether, as seems to be earnestly desired by all, the Chancellor will take an early opportunity to revert to the interpellations and resolutions and give a more definite reply to them by disclosing what passed between him and the Kaiser, remains to be seen, but it is admitted on all sides that it must have been most galling to a sovereign of the Emperor William's temperament, so thoroughly convinced of the divine right of kings and the purity of his motives, to submit in alliance to the strictures of his people and to make even slight concessions. That he has actually done so denotes great strength of character and self-abnegation. As to the account of a further interview in the *New York World*, purporting to be that of the conversation between the Kaiser and Mr. Hale in Norway, which was to have appeared in the *American Century*, but was suppressed and the whole edition destroyed before publication, it is most emphatically pronounced a fabrication both by the Government and Mr. Hale. The latter, as well as the president of the *American Century*, declare that they withdrew the paper purely from conscientious motives, not wishing to add fresh fuel to the fire and that they had received no compensation from the German Government for doing so. I may mention here that President Roosevelt has lately expressed his strong condemnation of the frequent cases of indiscretion committed by interviewers and others, as apt to endanger the good understanding between nations.

## HEER HARDEN'S VIEWS.

Herr Harden, of unenviable notoriety, has published an article on the situation in the *Zukunft*, which runs through three numbers and bears the title "Against the Kaiser." Whilst doing full justice to the fervent patriotism of the Emperor, his indefatigable labours for the welfare of the fatherland, his great intellectual qualities and his high moral sense, the writer, takes him to task for his love of display, his impulsiveness and his romantic idealism, and shows how unlike his is Frederick the Great, whom he fondly believes he resembles and in whose footsteps he fancies he is following, and how much more like Frederick William IV. he is—that highly-gifted monarch, who with the best intentions in the world, but lacking practical sense, retarded rather than furthered the development of Prussia. Herr Harden recapitulates the political events of the reign of the Kaiser during the last twenty years, pointing out that the personal share he had in them invariably led to failure, resulting at last in the complete isolation of Germany. He severely blames the Emperor for having been absent from Berlin during the recent crisis, which must either be put down to a lamentable ignorance of the gravity of the situation or to an utter disregard for the sentiments of the nation, and finally comes to the conclusion, that the Kaiser, however great his talents and abilities may be in other respects, does not possess those of a true statesman and is therefore incapable of directing the affairs of a great nation. A constitution based on more parliamentary principles appears to him indispensable for the welfare of the German Empire.

## LORD ROBERTS ON BRITAIN'S DEFENCE.

The somewhat startling speech of Lord Roberts in the House of Lords, although freely discussed in the press, has produced comparatively little stir in this country, everybody knowing that his object is to bring the military organization of Great Britain up to date, and that the only way to convince the nation of the necessity of it, is to hold up the bugbear of foreign invasion. Lord Roberts must be aware that nothing is further from the thoughts of the German people than a descent upon the British Isles.

## TELEPHONE SYSTEMS.

The International Telegraph Bureau in Bern publishes the following particulars with regard to the telephonic systems in the different countries of Europe and Australia. Germany leads with 605,235 connections, then follow Great Britain and Ireland with together 486,414, France with 196,893 and Russia with 138,020. In strong contrast with the latter gigantic empire the small states of Sweden, Denmark and Switzerland can boast respectively of 78,625, 63,972 and 61,000 connections. In Austria there are 59,939, in Japan 46,990, in Norway 56,245, in the Netherlands 37,849, in Italy 37,146, in Hungary 34,860, in Belgium 30,193, in New Zealand 20,605, and in Spain 17,923 subscribers. In Germany 135,253 million calls were registered during the year 1907, in Great Britain 119, in France 230, in Russia 285, in Denmark 124, in Switzerland 40, in Austria 187, in Japan 160 and in Norway 102 millions.

## THE AMERICAN ASSOCIATION IN CHINA.

ADDRESS BY THE PRESIDENT.

The annual meeting of this association was held at Shanghai last week. The membership now stands at Honorary 3; Resident 122; Non-Resident 93; total 218.

The President (Mr. Murray Warner) said:—In moving the adoption of the Report of the Committee, I desire to call your attention to certain matters connected therewith. Our Constitution is primarily the object of this Association—(1) To foster and safeguard the commercial and other interests of the Citizens of the United States in Asia. (2) To gather and distribute information of importance to its members. (3) To promote good feeling between Americans and natives of the East. (4) To secure proper celebration of the National Holidays. (5) To promote, in the Consular Service, the principles of uniform selection for proved fitness, regular promotion, security of tenure during efficient service, and adequate compensation. Referring to these in their regular order, under heading 1 and 2, the subject of legislation receives first thought. In this Association's Memorial of a year ago, addressed to the President and Congress of the United States, asking for special legislation for Americans in China, your Committee specified certain things that were greatly needed:—A code of laws and statutory enactment regarding extradition was asked for as a law of real property, and laws of bankruptcy, admiralty and divorce. Certain recommendations in connection with suggested legislation were also made, and reasons given therefor. I quote from the Memorial:—In this connection, attention is also invited to the fact that there has been considerable discussion among Americans in China, on the subject of the need of Assessors to sit with the Court in the trial of criminal cases for the purpose of aiding the Court in passing judgment upon the facts. This Association is of the opinion that some provision should be made covering this matter, since it is inadvisable to entrust the jury to the whim of this time. Again, I quote, "this time from the Memorandum on the Judiciary." "The Judge of the U.S. Court is now the sole Judge in all cases and American citizens are subject to his sole decision, unaided and uncontrolled by Jury or Assessors, and it is suggested that the Court might consist of the Judge, the Assistant Judge, and one or more Assessors from whose decision, if unanimous, appeal should be permitted on points of law but not of fact."

In response to your request and suggestions, there were introduced three Bills introduced into Congress during the year, which were supposed to be based upon the Memorial of this Association. One of these Bills, introduced in the Senate, provided for Probate, Domestic, Extradition and the Code of California, and while it carefully eliminated the Jury system from the California Code it made no provision for Assessors to replace the Jury. The two Bills introduced in the House of Representatives provided a very excellent method of choosing Assessors and then adds:—"The duty of an Assessor shall be to attend Court throughout the course of the action, and, until discharged or dismissed, to give his opinion on facts in the course of the action, if required by the Judge, but the findings of the fact etc., shall be solely that of the Judge."

It is plainly evident, that, although, the Bills embodied the suggestion of the Memorial, in providing for a system of Assessors, they nevertheless failed to satisfy, in any degree, the spirit of the Memorial which intended to provide for a control in the finding of fact. When it was apparent that your recommendations on such a vital point were so misunderstood or neglected, your Committee, after full discussion, telegraphed to Washington, suggesting legislation, in respect to the laws for the U.S. Court for China be withheld until the Association could be heard from. It then became the duty of the Committee to ascertain and set forth, in no uncertain terms, the wishes of the Americans in China.

That the original Memorial recommended the Assessor system, rather than the Jury system, was because (as your President told you last year) the Committee was not quite clear in its mind as to whether the American Committee elsewhere than at Shanghai, were able to support the Jury system. That Committee took what appeared to it to be the safe side.—It was the intention of the Memorial to recommend the nearest approach to a Jury system that could be provided by the smaller communities. There was not then time before the Memorial was prepared for a canvass of the Outposts to ascertain their strength. A careful canvass has now shown an almost unanimous desire for a Jury system, and has demonstrated clearly the ability of the Outposts to support such a system. Your Committee, upon the information collected made in the canvass, recommendations, which were at variance, in a small degree, with the original Memorial, and referred the matter to you for your approval or rejection. These recommendations, in the form of resolutions, you passed at a special general meeting and they have been forwarded to Washington; and we hope and believe, that when legislation is enacted, full consideration will be given to your expressed preferences.

There was a small opposition, but we believe, to the spirit of the resolutions, but rather any alteration in the Memorial for fear it might delay the legislation which is so much desired. It is not, and never was, the intention of this Committee to depart from the general spirit of the Memorial. The needs therein expressed are as urgent to-day as they were a year ago. Had the Committee thought that, by altering certain minor features of the Memorial, it would in any way jeopardize or delay the much-needed legislation for China, it would have hesitated before offering any modifications.

Upon this point I may say, that the Committee does not apprehend any delay arising from these changes; there is every reason to believe that all attention will be given to your wishes. The Committee believe that by showing an active and intelligent interest in these matters, you will get a just consideration from those able to help you to what you want.

Another matter which has had the attention of your Committee is the Native Bank Notes. In realizing the readiness with which all foreigners receive and pay out the Bank notes of all substantial Banking Institutions, the native Banks have discovered a method by which money could be had without interest and at the nominal cost of printing. Numbers of Banks have already issued notes and by judiciously distributing these notes over a large area they have floated large issues. Behind these promises to pay, there may be in some cases great financial strength, but in the great majority of cases, there is no known specific reserve or guarantee of any kind to inspire confidence. A part of the work to your new Committee will be to assist in pointing out the dangers of such reckless finance, which, if unchecked, may mean in the not distant future deplorable distrust and financial trouble.

Under heading 3.—The visit of Tang Shao-yi gave your Committee an opportunity for a friendly talk on matters of general interest to Chinese and Americans. The Chinese have shown, in a most happy way their appreciation of the return of a part of the Boxer Indemnity,

by using this money for the education of Chinese students in American schools and colleges. Many students have already gone to America and one hundred a year are to be sent for some time to come. The visit of the American Fleet to China gave an opportunity for much good feeling and it was with regret the Association heard that the Fleet would not visit Shanghai, thus precluding our taking any active part in this Official expression of good will.

Referring to heading 5.—The Consular Service; I should like to say a word. It is with pleasure and a small amount of gratification that we are able to review the appointments made, during the past year, to the posts of Consuls-General, Consul and Vice-Consuls. Practically all the appointments were made by the promotion of men trained in the Service, and it is to be hoped that the successor to the present Secretary of State, will continue the administration along these lines, which have proved successful in giving us the efficient Consular Service which we (Americans) now have.

## FEDERATED MALAY STATES.

## YEAR'S PROGRESS.

The Resident-General of the Federated Malay States (Penang, Selangor, Negri Sembilan, and Pahang) has just issued his annual report for the year 1907. From this it appears that, though the trade of the States was adversely affected by the depression prevailing throughout the East, the revenue during the year exceeded that of the preceding year by \$1,570,270. The estimated revenue for the year was \$25,087,002, while the actual receipts were \$26,794,754. The total revenue includes a special receipt of \$3,545,592, being a gain on the realisation of the Tanjong Pagar Dock shares held by the Government. Without this sum the normal increases under the heads of Lands, Posts, Railways, and Municipal would have exceeded the total decreases under other items of revenue by some \$220,000 only. Railway receipts for the year amounted to \$5,335,007, an excess of \$755,000 over the estimates, and an increase of \$576,574 over the actual revenue of 1906. The principal decrease appears under Customs, the revenue from which in 1907 was \$12,036,721, as compared with \$12,695,538, the total of the previous year. This result is mainly due to the fall in the value of tin, the duty on the export of which is fixed on a sliding scale.

The expenditure for the year reached a total of \$20,225,993, being a net saving of \$2,894,563 on the estimated provision, and an increase of \$1,324,568 on the actual total expenditure of the previous year. The chief items of expenditure were public works, with a total of \$5,457,801, railways, \$5,349,417, personal emoluments, \$4,695,539, and other charges, \$3,594,829. Under public works a sum of \$1,710,067 was expended on new works and buildings, while new roads and bridges cost \$1,787,209. The cost of the maintenance of existing works was \$1,940,535. The figures of railway expenditure show the total amount spent on the Federated Malay States railways only, and do not take into account the expenditure of Government funds on the construction of the Johore State Railway. That expenditure constitutes a loan to the State of Johore. Capital expenditure on the Johore Railway amounted at the end of the year to \$7,871,129, of which \$3,494,539 was spent during 1907. Construction work on extensions of the Federated Malay States Railway system accounted for the sum of \$572,501.

## GROWING TRADE.

The volume of trade for 1907 is exceptionally large, due, possibly, to the prosperity of the preceding years, rather than of the year 1907. The aggregate value, including specie and bullion, reached the very large sum of \$139,121,905, an increase as compared with 1906 of \$7,562,974. Excluding specie and bullion, the total value of imports and exports amounted to \$133,135,472, equivalent, at 2s. 4d. to the dollar, to a sterling equivalent of \$15,532,472. The total value of imports, exclusive of specie and bullion, for the year amounted to \$52,542,277, an increase as compared with 1906 of \$7,992,344, nearly 18 per cent. Expressed in sterling, the total value of imports is \$6,129,932. In live animals, food, drink, and narcotics, the increase was most marked, exceeding, as it did, \$4,000,000.

In raw materials the total increase of value exceeded \$800,000. As in the previous year, petroleum showed the largest increase of value, \$227,000. There was also an increase in coal imports to the extent of \$174,000. It is interesting to note that the imports of fish manure decreased by \$22,000 and of firewood by \$15,000. In manufactured articles the value of goods imported reached a total of \$14,976,112, an increase as compared with 1906 of nearly \$3,400,000. Textiles increased by \$183,000, the only decrease recorded being in respect of silk piece goods, which fell off by \$102,000. The value of manufactured metals goods imported amounted to \$6,295,493, an increase of 76 per cent. Machinery was imported to the value of \$1,964,480, rather more than double the value of the previous year; tramway and railway materials show an increase in value of \$683,000; cycles, motorcars, and accessories an increase of \$348,000; ironware increased by \$315,000; and telegraph and telephone materials by \$110,000. Excluding specie and bullion, the total value of the export trade of 1907 was \$80,593,195, an increase as compared with 1906 of \$1,414,305. Expressed in sterling at 2s. 4d. to the dollar, the value of the exports is \$9,402,540.

## DEVELOPMENT OF RAILWAYS.

Regarding railway development, good progress was made during the year with the construction of the Johore State Railway. It is expected that this line will be completed and open for traffic by the end of the current year, when there will be railway communication between Prai, on the mainland, opposite to Penang, and Singapore Docks, the only interruption in this distance of 493 miles being the Johore Strait, about three quarters of a mile in width, which will be crossed by a wagon-ferry. Progress was also made with the light railway constructed through Penang, from Ipoh to Tronoh. A beginning was made with railway construction on the east side of the Peninsula, the construction of a line from Gemas, on the Johore border, to Kuala Semantan, the point in the Pahang territory where the Semantan River falls into the Pahang River, a distance of seventy miles, having been started.

As to the conditions of trade, the fall in the price of tin that occurred towards the end of the year was productive of inconvenience, and, in some cases, hardship to many of those connected with the industry. This was especially the case as regards those who had been encouraged by the recent inflated prices to operate largely with borrowed capital, on which they were paying high rates of interest. It is hoped that the worst of the trouble is now over, and that the set-back which this, the most important industry of the country, has received, may be productive of good by leading, as it must, to a reduction of expenses, to the more extended introduction of labour-saving machinery and approved appliances for the extraction and treatment of the ore, and, above all, to less speculative trading on the part of those interested.

Another important, but newer industry—rubber-growing—also experienced somewhat of a set-back during the year, owing to an

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## ROBINSON PIANO CO. LTD.

[36]

unexpected fall of prices. In this case, too, the trouble that has arisen will unquestionably be productive of good, in that it will lead to more care and more economical cultivation on the part of the growers. While prices were as high as they were for a time, the profits realised or anticipated were so large that the amount or rate of expenditure was a matter of secondary consideration.

Notwithstanding these drawbacks, the country is, and has been throughout the year, prosperous, and in the opinion of the Resident-General there need be no apprehension as to the continuance, while general conditions remain as they are, of the development and of the prosperity that has characterised the States in recent years.

## TRADE-MARKS IN JAPAN.

The following letter, which speaks for itself, has been addressed to the *Japan Chronicle*—  
SIR,—Having in mind your generous co-operation and the freedom with which you have placed your columns at our disposal for representations re trade-mark infringements, etc., it is with much pleasure and satisfaction that we are able to report to you recent favourable decisions as given by the Japanese Patent Bureau.

You will recall to mind, as will no doubt those of your readers to whom the subject is of any special interest, that Messrs. Lever Brothers Limited, of Port Sunlight, England, had applied for the registration of a set of six designs as used on certain cartons containing their Floral Series of Toilet Soaps. These, as shown by examples illustrated in your supplements, consisted of elaborately grouped flowers with a distinctly novel arrangement of coloured ribbons and lettering.

The result of these applications was that only one of the six designs was granted the protection applied for—this was "An Almond." (It is necessary to bear in mind that the names of the perfumes were only given as a secondary detail and did not form a prominent feature of the design, being used merely to indicate the special odour of the respective soap.) The remaining five designs were refused registration, the decisions of the Patent Bureau citing certain Japanese patented marks to which it was claimed that Messrs. Lever's designs bore strong resemblance in their principal parts.

Against these decisions Messrs. Lever Brothers lodged protest through their attorney and patent agent. On this appeal, Messrs. "Minguet" was again refused registration. (A second application for re-examination has been lodged in this case.)

However, within the past few days the Patent Bureau has notified Messrs. Lever Brothers' patent agent that the Violet, Heliotrope, Rose, and Incanat designs have been granted registration.

Had the result, on appeal, been otherwise than as here indicated it would have seemed almost a foregone hope to expect a more satisfactory state of affairs, and it is only just that some recognition should now be given for the improved attitude of the Patent Bureau towards the interest of foreign applicants for registration of trade-marks.

Sir Edward Grey's recent remarks, in which he gave assurance of improved conditions in respect to the protection of trade-marks in Japan was no doubt warranted by information before the Foreign Department, and we may not be wrong if we attribute the present brighter outlook to the efforts and influence of the official representatives of foreign countries in Japan—representation to which the Japanese Government have responded with consideration, thus demonstrating that the expressed desire and efforts of the Department of Agriculture and Commerce to bring about a better state of affairs are really being productive of practical improvement.

Having due consideration for all of the difficulties encountered by the Japanese Patent Bureau officials in the inauguration of a comparatively new system, we would take this opportunity to congratulate the Patent Bureau and to express the satisfaction that the new state of affairs is sure to give to all interested in the protection and benefits to be derived from Trade-mark registration.

Just and sound decisions are all that the foreign manufacturers and traders seek. Given these, all will work in harmony and pleasantness.—Yours truly,

C. CROWTHER & Co.,  
Agents for LEVER BROS., Ltd.  
Kobe, December 17, 1908.

## LATEST STEAMER MOVEMENTS.

The P. & O. str. *Nyanza* left Singapore for this port on the 26th instant at 10.30 a.m.  
The T.K.K. str. *Tenyo Maru* with the American Mail from San Francisco of the 11th instant will sail from Yokohama on the 30th instant, and will be due to arrive in Hongkong on 3rd prox.  
The S.S. per R.R.S. *Empress of China* which left Hongkong on 28th ult., and Yokohama on 7th inst. arrived in New York on Sunday the 27th inst., thus making a transit of 29 days from Hongkong and 20 days from Yokohama.



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## NEW ADVERTISEMENTS.

## NOTICE.

WE the Undersigned hereby beg to inform the Public that before any Agreement, Contract, Delivery Order, Receipt or other Important Document in connection with our Business can be Valid it must be Signed by Mr. Ho Jui and stamped with the chop of our Firm.

**TONG SHING**, Washermen,  
458, West Point, Hongkong.  
Hongkong, 30th December, 1908. [1708]

## FOR SALE.

**WELL BRED POINTER**, rising two, splendid nose, hard worker. Owner leaving for Europe shortly.  
Apply—  
Care of "Daily Press" Office.  
Hongkong, 30th December, 1908. [1709]

## PHILATELIC NOVELTY

suitable for  
**NEW YEAR PRESENTS.**  
Bags of used Postage Stamps.  
Containing:  
All Asiatic Stamps. All Chinese Stamps.  
4,000 for \$8.00 4,000 for \$4.50  
3,000 " 7.00 3,000 " 3.50  
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Also Stamps in Packets and Sets at prices to suit everybody.  
VIEW POSTCARDS, ALBUMS, HINGES, &c., &c., &c.  
Inspection invited. **GRACA & CO.**  
No. 27, Des Vaux Road.  
[1713]

## ORIENTAL HOTEL.

THE Celebrated Band of **S.M.S. "FUEBSTE BISMARCK"** has been specially engaged to play during and after dinner at the Oriental Hotel, 2, Queen's Road Central, on New Year's Day, FRIDAY, January 1, 1909.

## DINNER MENU.

Celery, Green Olives, Radish.  
**HORS D'OEUVRES:** Herring Salad.  
**SOUP:** Oxtail.  
**FISH:** Boiled Carp and Horse-radish Sauce.  
**ENTREES:** Lamb Chop, Cauliflower and Mint Sauce, Fillet of Beef and Butter Sauce, Juicy Australian Hare.  
**CURRY:** Oyster.  
**JOINTS:** Roast Sticking and Apple Sauce, Roast Turkey and Cranberry Sauce.  
**COLD MEATS:** Shanghai Corned Beef, Sour Goose in Jelly.  
**SALAD:** Asparagus.  
**VEGETABLES:** Boiled Potatoes, Mashed Potatoes, Cauliflower, Green Peas.  
**ENTREES:** Plum Pudding and Brandy Sauce, Mince Pie.  
**CHRISTMAS CAKES:** Strawberry Ice Cream and Ginger Cakes.  
**DESSERT:** Cheese and Crackers, Fruit, Tea, Coffee.  
**PROGRAMME OF MUSIC.**  
March "In Tune Fest" Teiko  
Overture "Opera Martha" Plofow  
Serenade "Mondschchein" Morot  
Theme "Operette Fledermaus" Strauss  
Overture Opera "Die Puppe von Nürnberg" Adam  
Schaukelied "Holländer Wagner  
Erinnerung an Tannhäuser Wagner  
Waltz "Waldtraum a. d. Giesbach" Strauss  
March "Frühling Klang" Blon  
Der Post kommt Eibenberg  
Waltz "Die Dollarprinzessin" Eibenberg  
If the Man in the Moon Fall  
God Save the King.  
Hongkong, 30th December, 1908. [1710]

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship  
"CATHERINE APCAR,"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside.  
Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.  
Cargo remaining on board after 4 p.m. of the 31st inst., will be landed at Consignees' risk and expense.  
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.  
No Fire Insurance has been effected.  
Bill of Lading will be countersigned by the Undersigned.  
**DAVID SASSON & CO., LTD.**  
Agents.  
Hongkong, 29th December, 1908. [1711]

## NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.  
**SMOKELESS POWDERS and CHILLED SHOTS:** From No. 10 to .38 S&W at \$6.37 and \$7.50 per 100. SPOORING REQUISITES and AIR GUNS in Variety.  
Inspection invited.  
**WM. SCHMIDT & Co.**  
Hongkong, 26th October, 1906. [1445]

## AUTOMATIC BROWNING

**POCKET PISTOLS.**  
CALIBRE 7.65 mm.  
With CHAMBER for 8 CARTRIDGES  
FIRING 8 SHOTS in 2 SECONDS.  
**SIEMSEN & Co.**  
Hongkong, 6th March, 1907. [42]

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CALIBRE 7.63 mm.  
With CHAMBER for 10 CARTRIDGES  
FIRING 10 SHOTS in 2 SECONDS.  
**CARLOWITZ & Co.** Agents.  
Hongkong, 13th March, 1907. [535]

## INTIMATIONS.

## NEW YEAR HOLIDAYS.

IN Accordance with Government Notification No. 920, the **EXCHANGE BANKS** will be CLOSED for the Transactions of PUBLIC BUSINESS on FRIDAY and SATURDAY, the 1st and 2nd January, 1909.  
Hongkong, 29th December, 1908. [1703]

## KOWLOON CRICKET CLUB.

FRIDAY NEXT, JANUARY 1ST, 1909.

UNDER the Distinguished Patronage of  
H.E. Sir F. J. D. LUGARD, K.C.M.G.,  
C.B., D.S.O.

FOURTH  
ANNUAL CHILDREN'S  
SPORTS  
KING'S PARK KOWLOON.

Children and Parents cordially invited.  
Lady LUGARD has kindly consented to distribute the Prizes.

FIRST RACE 2.15 P.M.  
Band of 105th Mahratta L.I.  
Hongkong, 29th December, 1908. [1706]

## FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.  
Apply by letter to—  
Care of "Daily Press" Office.  
Hongkong, 13th November, 1905. [1371]

## CHRISTMAS IS COMING.

**HOOSAIN-ALI & Co.,**  
WILL MAKE THE  
LADIES OF HONGKONG  
A GENEROUS OFFER  
FOR ONE MONTH ONLY.  
**20 PER CENT. DISCOUNT.**  
On previous CHEAP SALE PRICES.  
A Large and Varied Assortment of Everything Requisite for Ladies' Wear.  
CALL EARLY.  
**HOOSAIN-ALI & Co.,**  
No. 14, Queen's Road Central.  
Hongkong, 18th December, 1908. [651]

## SINGON &amp; CO.

**IRON, STEEL, METAL and HARDWARE MERCHANTS.** Wholesale and Retail Ironmongers, Pig Iron, and Foundry Cokes Importers. General Storekeepers and Shipchangers. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [660]

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19, QUEEN'S ROAD CENTRAL.

## FURNITURE and PHOTO GOODS

STORE.  
Photographic Goods of every Description in Stock.  
Developing and Printing Undertaken.  
Hongkong, 31st July, 1907. [1448]

## XMAS GIFTS

**CAMERAS**  
OF LATEST and UP-TO-DATE STYLE.  
Inspection cordially invited.

## A TACK &amp; CO.

26, Des Vaux Road, CENTRAL.  
Hongkong, 27th November, 1908. [61]

## MITSU BISHI DOCKYARD

AND ENGINE WORKS,  
NAGASAKI.

## CODE WORD "DOCK."

A.I., A.B.C., and Engineering Code Used  
NEW DOCK NOW OPEN.

## DOCK NO. 3.

Extreme Length... 722 feet.  
Length on Blocks... 714  
Width of Entrance on Top... 96"  
Width of Entrance on Bottom... 83"  
Water on Blocks at Spring Tide... 34"

## DOCK NO. 1.

Extreme Length... 523 feet.  
Length on Blocks... 513  
Width of Entrance on Top... 88"  
Width of Entrance on Bottom... 77"  
Water on Blocks at Spring Tide... 34"

## DOCK NO. 2.

Extreme Length... 371 feet.  
Length on Blocks... 350  
Width of Entrance on Top... 66"  
Width of Entrance on Bottom... 53"  
Water on Blocks at Spring Tide... 22"

## PATENT SLIP.

Suitable for vessels up to 1,000.  
THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING and REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS is always kept on hand.  
THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice.  
[1908]

## ON SALE.

**BOUND VOLUMES** of the **HONGKONG WEEKLY PRESS**, January to June, 1908. With INDEX. Price \$7.50.  
On sale at the "HONGKONG DAILY PRESS" Office.  
Hongkong, 23rd July, 1908.

## TO LET.

## TO LET.

**KOWLOON MARINE LOT** 48, Yammat, Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.  
Apply to—  
**HUMPHREYS ESTATE AND FINANCE CO., LTD.**  
Hongkong, 18th January, 1908. [221]

## TO LET.

**NO. 52, CAINE ROAD.**  
Apply to—  
**SAM WANG CO., LTD.**  
81, Queen's Road Central.  
Hongkong, 30th September, 1908. [90]

## TO LET.

**2, BEACONSFIELD ARCADE**, facing the Parade Ground.  
A 6-ROOMED HOUSE furnished or unfurnished at the Peak.  
No. 2, CAMERON VILLAS furnished 61 Peak, from end of March, 1909.  
No. 55, ELGIN TERRACE.  
BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.  
No. 15, QUEEN'S ROAD CENTRAL, First & Top Floors, (over Caldwell MacGregor), OFFICES in Queen's Road Central.  
BELILIOS TERRACE HOUSES, ROBINSON ROAD.  
A GODOWN in Duddell Street.  
Apply to—  
**LINSTEAD & DAVIS**  
3rd Floor, Alexandra Buildings.  
Hongkong, 24th December, 1908. [89]

## TO LET.

**FROM 1st MARCH, 1909, a FURNISHED HOUSE** at No. 1, Gough Hill, the Peak.  
Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**  
Hongkong, 1st December, 1908. [1601]

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**A BEETHOLWYN, PEAK ROAD**, from 1st March next, Excellently furnished, Hot and Cold Water laid on, Tennis Court and Swimming Bath.  
Apply to—  
**HUMPHREYS ESTATE AND FINANCE CO., LTD.**  
Hongkong, 5th October, 1908. [1372]

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**"CRAGSIDE"** BARRACK ROAD PEAK, furnished, from 17th March next.  
Apply to—  
**A. H. SKELTON**  
Lane, Crawford & Co.  
Hongkong, 23rd November, 1908. [1597]

## TO LET.

**STORAGE**  
FOR COAL, TIMBER, &c.  
Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**  
Hongkong, 1st December, 1908. [1601]

## TO LET.

**TO BE LET, a Portion of MARINE LOT** No. 235 at NOBLE POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.  
Also FOR SALE—  
Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE.  
For Particulars apply—  
**GEO. FENWICK & Co., Ltd.**  
Hongkong, 8th June, 1906. [84]

## TO LET.

**NO. 14, SEYMOUR TERRACE**. Possession from 1st January, 1909.  
Apply to—  
**THE COMPADORE DEPARTMENT**, Messrs. GIBB, LIVINGSTON & Co., St. George's Building.  
Hongkong, 2nd December, 1908. [1634]

## TO LET.

**OFFICES in ALEXANDRA BUILDINGS.**  
Apply—  
**SECRETARY**  
A. S. Watson & Co., Limited.  
Hongkong, 23rd April, 1907. [91]

## TO LET.

**COAL YARD**. Immediate Possession. A PORTION of the COMPOUND of Marine Lot, No. 42, Wanchai, Praya East.  
Apply to—  
**N. MODY & CO.**  
Hongkong, 23rd July, 1908. [1342]

## TO LET.

**"TUNG SHUI" 121 PLANTATION** ROAD THE PEAK. This House which is admirably situated and within easy distance of the tram, is fully furnished, and contains Drawing and Dining Rooms, Three Large and One Small Bedrooms, Dressing and Bath Rooms, Pantry, Kitchen and Laundry, Servants' Quarters, Poultry House, Large Vegetable Garden (planted with English seeds) Flower Garden and Lawn.  
For further particulars apply to—  
**JOHNSON, STOKES & MASTER**  
Solicitors.  
8, Des Vaux Road Central.  
Hongkong, 5th November, 1908. [1536]

## TO LET.

**GODOWN, No. 97, PRAYA EAST.**  
Apply to—  
**CHATER & MODY**  
Victoria Buildings.  
Hongkong, 19th October, 1908. [1432]

## TO LET.

**A HOUSE in Wong Nei Chong Road.**  
A HOUSE in RYDON TERRACE, No. 10, DES VAUX ROAD CENTRAL, 1st floor.  
"HATHERLEIGH" Conduit Road.  
OFFICES in YORK BUILDING.  
GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Vaux Road, next to the HONGKONG HOTEL.  
FLATS in MORETON TERRACE.  
Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**  
Hongkong, 1st December, 1908. [86]

## TO LET.

**ON SALE.**  
On Sale at the "HONGKONG DAILY PRESS" Office, or Agents in all the Ports of the Far East.  
The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

## TO LET.

**THE FIFTY YEARS ANGLIO-CHINESE CALENDAR**  
日曆英中 年十五  
From 1st January, 1864 to 31st December, 1913, BEING FROM THE 1ST YEAR OF THE 70TH CYCLE TO THE 50TH YEAR OF THE 70TH CYCLE THAT IS THE 3RD YEAR OF TUNG CHI TO THE 30TH YEAR OF KWONG SEI.  
PRICE \$2 CASH.  
On Sale at the "HONGKONG DAILY PRESS" Office, or Agents in all the Ports of the Far East.  
The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

## TO LET.

**GO DOWN, No. 5A, DUDDELL STREET.**  
Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**  
Hongkong, 1st December, 1908. [323]

## TO LET.

**GODOWN in Wanchai** 100 by 50, \$85 per month; also open air space adjoining 125 by 100.  
Apply to—  
Box 1012  
Care of "Daily Press" Office.  
Hongkong, 11th December, 1908. [1655]

## TO LET.

**OFFICES and ROOMS** on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. SHAW, TOMES & Co.)  
Apply to—  
**THE COMPADORE DEPARTMENT**, E. D. SASSON & Co., Queen's Road Central.  
Hongkong, 10th June, 1908. [947]

## TO LET.

**ROOMS in HOTEL MANSIONS**, suitable for Offices or Chambers.  
Apply to—  
**HENRY HUMPHREYS**, Alexandra Buildings.  
Hongkong, 11th November, 1908. [1550]

## TO LET.

**FURNISHED. THE BLUFF, No. 107, the Peak.** 5-Roomed, Bangalow with Tennis Court. March to July, \$200 a month inclusive.  
Apply—  
**L. GIBBS**, Beaconsfield Arcade.  
Hongkong, 14th November, 1908. [1657]

## TO LET.

**NATIONAL GENERAL INSURANCE COMPANY, LTD., OF LONDON.**  
THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
**REUTER, BROCKELMANN & Co.**  
Hongkong, 14th November, 1908. [1564]

## TO LET.

**THE GLOBUS INSURANCE COMPANY OF HAMBURG.**  
THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
**CARLOWITZ & Co.**  
Hongkong, 13th August, 1906. [28]

## TO LET.

**NORTH BRITISH AND MERICAN FIRE INSURANCE COMPANY.**  
TOTAL FUNDS at 31st December, 1907 £12,114,624.  
I. Authorized Capital... £3,000,000  
Subscribed Capital... 2,750,000  
Paid-up Capital... 687,500 0 0  
II. Fire Funds... 3,065,374 15 7  
The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
**SHAW, TOMES & Co.**  
Agents.  
Hongkong, 21st July, 1908. [1019]

## TO LET.

**AACHEN and MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.**  
THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
**WM. MEYERINK & Co.**  
Agents.  
Hongkong, 5th September, 1908. [114]

## TO LET.

**FOR SALE A Quantity of NETTING for TENNIS COURTS**, etc., at less than half cost.  
**CARLIS BULLARD & SONS, SLATE-EDGES**, from \$40.00. May be seen by appointment.  
**CHINA EXPRESS CO.**  
3, DUDDELL STREET.  
Hongkong, 28th November, 1908. [1060]

## TO LET.

**COLD STORAGE.**  
THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.  
**G. K. HAXTON, Manager.**  
Hongkong 1st April, 1908. [43]

## TO LET.

**SANG MOW.**  
RATTAN and GRASS FURNITURE MAKER.  
CHAIRS, TABLES, SETTEES and LONG CHAIRS.  
BAMBOO BLINDS. MATTINGS in all colours on Sale.  
All Orders receive Prompt attention.  
59A, QUEEN'S ROAD CENTRAL, HONGKONG.  
Hongkong, 20th February, 1908. [401]

## TO LET.

**ON SALE.**  
On Sale at the "HONGKONG DAILY PRESS" Office, or Agents in all the Ports of the Far East.  
The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

## TO LET.

**ONE OFFICE ROOM**, Third Floor, New Praya 2, Opposite Murray Pier.  
Apply to—  
**SCHULDT & CO.**  
Hongkong, 23rd July, 1908. [1013]

## TO LET.

## TO LET.

**GODOWN, No. 5A, DUDDELL STREET.**  
Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**  
Hongkong, 1st December, 1908. [323]

## TO LET.

**GODOWN in Wanchai** 100 by 50, \$85 per month; also open air space adjoining 125 by 100.  
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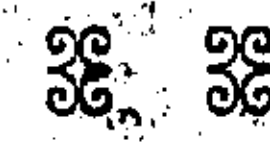
## TO LET.



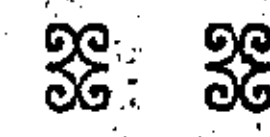
## For your own comfort in Tropical Countries use CALVERT'S Carbolic Soaps.

Sold by local Chemists and Stores. Made by F. Calvert & Co., Manchester, England.

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### Perfect, Personal Cleanliness.



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#### Calvert's 20% Carbolic Soap.

Among the special purposes for which this powerful antiseptic soap is useful, it has secured a wide popularity as a safeguard against infection, as a protection against mosquitoes and other insects, or for antiseptically cleansing their bites.

#### Calvert's Carbolic Toilet Soap.

You will appreciate the feeling of thorough purification ensured by the antiseptic properties of this delicately perfumed soap, while its pure quality meets the requirements of even a sensitive skin.

#### Calvert's Carbolic Prickly-heat Soap.

is most serviceable in warm climates as a preventive of prickly-heat or other skin irritation. Well adapted for regular bath and toilet use by its purity, antiseptic properties and pleasant perfume.

Which meets your special need?  
Each suits the climate.

When you ask for

# BOVRIL

do not take a cheap imitation. BOVRIL  
is all beef and is a standardised strength-  
giving food.

Always have BOVRIL handy.

By Royal Warrant to H.M. Majesty the King.

## THE MITSUBUSHI KAISHA SOLE AGENTS.

TO BE OBTAINED EVERYWHERE.

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"ASAHI" & "SAPPORO" BEER

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NOTICE TO KOWLOON RESIDENTS.  
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loon Store, No. 36, Elgin Road.  
Messrs. HUNG CHEONG, Elgin Road.  
Mr. AH YAU, Hongkong Ferry Wharf Stall.

### HOME AND COLONIAL NEWS.

A SOLICITOR'S ALLEGED DEFALCATIONS.  
Owing to the alleged defalcations of Charles  
Chester, a London solicitor, Lord Althorpe has  
lost £250,000, partly in trust money.

OXFORD UNIVERSITY FUND.  
The fund being raised for the University of  
Oxford in response to the appeal made by Lord  
Curzon amounted at the end of last month to  
£133,000.

THE CURE OF CANCER.  
Professor Laurent, of the University of  
Brussels, claims to have cured 57 cases of cancer  
by his method of injecting concentrated for-  
maldehyde.

A LITTLE ENGLAND ABROAD.  
One hundred and fifty Liberal members of the  
House of Commons have appealed to the Prime  
Minister, Mr. Asquith, not to maintain the  
military and naval establishments on a scale not  
warranted by the exigencies of the situation.

FATAL WILLIAM TELL TRICK.  
Madame Clemenceau, while attempting the  
William Tell trick in the Middlesex Music Hall,  
London, fired a bullet into the head of her  
assistant, Lee, and killed him. The woman has  
been arrested.

PENNY-A-WORD CABLES.  
The Duke of Northumberland, Earl of Arundel and  
Rochester, Sir Joseph Ward (Premier of New  
Zealand), Mr. Andrew Carnegie, and many  
members of the House of Commons have sent  
messages to Mr. Henniker Heaton warmly  
supporting his scheme for universal penny-a-  
word cables.

TRAIN ROBBERY IN SIBERIA.  
A sensational mail train robbery was reported  
in Europe a month ago from Eastern Siberia,  
where a band of robbers attacked the Siberian  
mail train in the province of Transbaikalia and  
secured 250,000 roubles. Three members of the  
robber band were killed during the fight they  
had with the mail escort.

UNIVERSAL FREE TRADE.  
In an article published in the December  
number of the *Century Magazine*, of New York,  
Mr. Andrew Carnegie suggests that the time  
has now come for the United States Congress  
to introduce a tariff for revenue instead of the  
tariff for protection. He argues that protection  
is justified in new countries, and that it is the  
only policy available for Canada and Australia.

THE CULLINAN DIAMOND.  
Over 100 flawless brilliants have been cut from  
the Cullinan diamond, the Transvaal's gift to  
the King. One of the stones weighs 516 carats,  
and another weighs 309 carats. The great  
diamond was formally presented to His Majesty  
at Windsor last month. Experts on seeing  
the cutting and the blue and white colours  
of the stone valued it at £1,000,000.

THE LONDON MEMORIAL TO CAPTAIN COOK.  
The Executive of the British Empire League  
has appointed a Committee including Mr. Her-  
bert Samuel (Parliamentary Under-Secretary  
for the Home Office), Lord Blyth, Sir John A.  
Cookburn, Admiral Sir Edmund Fremantle,  
Sir Westley Perceval, and Sir Frederick Young,  
to promote the erection in London of a memorial  
to Captain Cook.

ARE CHRISTMAS-BOXES BRIBES?  
The executive committee of the Secret  
Commissions and Bribery Prevention League  
issued a circular on Christmas-boxes in view of  
the approach of Christmas. The league warned  
the public that while the status of Christmas-  
boxes is rather indefinite under the Prevention  
of Corruption Act, there is undoubtedly grave  
risk in giving a present to an employee without  
first bringing the fact to the attention of the  
employer.

THE REJECTION OF THE LICENSING BILL.  
The voting in the House of Lords on the  
motion for the second reading of the Licensing  
Bill was 161 to 122. The majority was  
exclusively Conservative. The minority  
included the Archbishop of Canterbury, the  
Archbishop of York, 11 bishops, Lord Balfour  
of Burleigh, the Earl of Carlisle, Earl De La  
Warr, Viscount Esher, Viscount Falkland, the  
Earl of Lytton, Viscount Coleraine, Viscount  
Milner, Lord Ritchie, and nine other  
Conservatives.

The Lord Chancellor, admitting that the  
Government's Bill was dead, declared that the  
result was a victory for the liquor trade over  
the community and of wrong over right.  
Nevertheless, the time would come when the  
State would resume the power to review licenses  
unfettered by any vested interests.

Bishop Inge, who said that the Archbishop of  
Canterbury is willing if the Government will  
permit him to introduce a new Licensing Bill  
embodying the temperance proposals of the Bill  
just rejected by the Lords.

### PEKING SYNDICATE CAPITAL REORGANIZATION.

Apparently, remarks a London contemporary,  
the committee of representatives of each class of  
Peking Syndicate shares, appointed as long ago  
as February last, and the directors have nearly  
reached the end of their deliberations in regard  
to the reorganization of the capital. It will be  
interesting to see in what respects the scheme  
as formulated differs from Mr. Torr's proposals,  
which were the basis of the negotiations.  
Briefly, Mr. Torr's scheme proposed that  
new capital should be divided into £1,200,000 of  
"A" shares and £350,000 of "B" shares, the  
latter to receive three times the dividend declared  
on the "A." One "A" share was to be allotted  
for each Shansi share, 30,000 "B" shares to  
holders of the Ordinary in satisfaction of their  
claim to receive £40,000 in dividend before the  
Deferred got anything, and of the remaining  
300,000 "B" shares 150,000 were to be allotted  
to the Ordinary, 120,000 to the Deferred, and  
30,000 to the directors.

### INDENTED SKULL.

REMARKABLE EFFECTS OF BLOW  
ON THE HEAD.

In Mr. Justice Lawrence's Court in the  
King's Bench Division the other day, a doctor,  
describing the result of injury to the skull of a  
Thames lighterman named William Augustus  
Pinks, aged 45, said he was suffering from  
indentations on his skull.

If, said the doctor, he were to put his feet  
together and shut his eyes, he would collapse. If  
friends were to tell him of some event that they  
had witnessed, Pinks would afterwards relate  
the incident as if he had witnessed it himself.  
Pinks claimed damages for the injuries  
against the Colonial Wharves, Limited, and  
called evidence to show that while engaged in  
unloading mahogany logs from a ship in the  
Thames, in October of last year, he was struck  
on the side of the head by a hook that flew up  
in consequence of the breaking of a rope to which  
it was attached.  
The jury awarded him £500 damages, and  
judgment was entered for the amount.

### REMARKABLE CO-PARTNERSHIP SCHEME.

SHIPBUILDER AND WORKMEN AS PARTNERS.

Sir Christopher Furness, M.P., addressed  
a meeting of trade union representatives and  
working men of the Harlepool, at the Grand  
Theatre, West Harlepool, on the 14th ultimo,  
and dealt with his proposal to enter into a co-  
partnership scheme with the trade unions for  
carrying on his works, thus preventing the dis-  
solution of business by means of strikes. The  
building was crowded to its utmost capacity, and  
it was estimated that there were some 8,000  
present. Councillor Liddell presided.

Sir Christopher Furness, in the course of his  
speech, said that the difficulties in the ship-  
building trade had been so acute and harassing  
as to cause that industry to be placed among  
those so avoided by men of enterprise. He  
rejoiced that this deplorable and melancholy  
situation was in the way of being rapidly  
dispelled by means of the expedient he had laid  
before them at the conference. They had  
agreed by an overwhelming majority to try the  
scheme for twelve months, the design of which  
was to avoid those irritating ingredients of  
friction and waste which had played so large  
a part in the past in reducing both earnings and  
hardening the continuance of the industry  
altogether, so far as the port of the Harlepool  
was concerned.

Recalling that two proposals, Sir Christopher  
Furness said that he offered to sell the works  
entirely to the trade unions at a price to be  
fixed by arbitration; or to take the employees  
into partnership on conditions providing the  
widest facilities for cordial co-operation as well  
as for a probability of increased recompense  
to industry. He assured them, not withstand-  
ing their rejection of the first proposal and  
the comments made upon it in the Press, that  
it was seriously meant. On the second  
proposal the burden of criticism which had  
been directed against the scheme was that the  
workmen would only be interested financially in  
a moderate degree. The answer on that point  
was irrefragable. It could be no fault of  
the governing proprietors that small amounts  
in investments produced only small amounts  
in interest. The administrative partners were  
prepared to pay by way of interest on the work-  
men's investments nearly double the sum they  
would receive from the Post-office Savings  
Bank. In view of the necessary allowances  
which must be set aside for depreciation,  
improvements, and reserve, he was satisfied that  
in a few years the co-partners would find that  
their shares had become materially enhanced in  
value. After all, the best dividend was not  
pounds, shillings, and pence, but personal peace  
and individual freedom from worry.

Should they again get into controversies on  
topics of supreme importance which they could  
not settle by their own councils, they pledged  
themselves mutually to take such controversies  
to an impartial tribunal of arbitration and to  
abide by the result without a quiver. With  
such a provision occupying a prominent place  
in their treaty of peace, granted that the condi-  
tions of trade were anything like what  
they had been in the past, he could not conceive  
that there should not be before the  
company an avenue of prosperity as good  
as the best of its kind in the country.  
With the works council in being he was full of  
hope that no occasion would arise for a resort to  
the supreme court of reference. Whatever had  
been the criticism of the scheme the works  
council was outside of it, as the idea embodied  
in it had been the subject of the most responsive  
sympathy and commendation. The works coun-  
cil would be a body in which all the parties  
to the federation of interests in the works  
would find a common ground for meeting  
on an equal footing. There was scarcely a  
single subject of interest in connection with  
the yards which would not come up for discus-  
sion at that council. They had also arranged  
that in the matter of hours, wages, price lists,  
the position of the works should be determined  
by the customs ruling outside of the works to  
which trade unionism either willingly or under  
compulsion had given its assent. Thus, while  
there would be neither strike nor lockout in the  
works, they would automatically adopt whatever  
facts might determine to be the general custom  
of the district from time to time. Provision  
would also be made for the encouragement and  
protection of men who might devise changes in  
systems of working, developments in machinery,  
or improvements in ship construction generally.

### THE DEFENCE OF SUBIG AND MANILA BAYS.

A dispatch to an American newspaper states  
that the War Department reports that excellent  
progress has been made in completing the en-  
hancements of the defences of Subig bay and  
Manila bay. The Navy Department has been  
co-operating with the War Department, and  
the engineers of the Army and Navy have  
been working together in mounting twenty  
6-inch guns, four 4.7-inch guns, four 4-inch  
guns and ten 6-pounders on commanding points  
at the entrance to the bay. These are sufficient  
to protect Olongapo from any attack from sea-  
borne forces, and the floating dry dock Dewey is  
able to move. The floating dry dock Dewey is  
moored at Olongapo, where it is in sufficient  
depth of water, close to the beach and naval  
station. There is no similar place where it  
could be moored in Manila bay. The dock has  
been used for fifty-six dockings since its arrival  
at Olongapo July 10, 1906.

### THE PHILIPPINES AND THE SUGAR TARIFF.

It is suggested from Washington that while  
no change in the duties on sugar is to be  
expected, there may be an agreement to admit  
free from the Philippines a strictly limited  
quantity of raw sugar. There would seem, says  
the *San Francisco Chronicle*, no reason why we  
should not admit free whatever the Philippines  
can produce. During the last fiscal year  
our imports of sugar of all kinds were  
£3,918,939/75, or 2,195,900 tons.  
Our domestic production in addition in the  
same year was but 656,627 tons. Both our  
imports and our production are steadily in-  
creasing year by year, as is also our per capita  
consumption and our population.

If all the sugar which the Philippines can  
produce were admitted free and all shipped to  
this country, the only effect it would have upon  
anybody would be the loosening of the grip of  
the sugar trust on the sugar market. It is not  
likely that it would do for a long time for  
the trust would soon manage to extend its  
tentacles to envelop the Philippine product. It  
would doubtless make the trust some better,  
but as between the sugar trust and the  
Philippines public sentiment would certainly be  
with the Philippines. So long as we import from  
somewhere such enormous quantities of sugar,  
there is no reason which will satisfy any  
important man why we should not get some of it  
from the Philippines.

The territory adapted to sugar culture in the  
Philippines is by no means unlimited. With  
every encouragement which free access to this  
market could give it would be impossible for  
Philippine sugar to impair the profits of any  
domestic producer. And the importation of

Philippine products is essential to the develop-  
ment of any commerce between the islands and  
America which would in any way compensate us  
for the cost of their administration.

### PLAGUE AMONG RATS AT SHANGHAI.

The announcement made in to-day's "Municipal  
Gazette" says the N.C. Daily News of the  
24th inst. that plague exists in Shanghai among  
the rodent population is of grave moment,  
although there is no occasion for undue alarm.  
From the statistics given by Dr. Stanley it is  
clear that the presence of the disease has been  
discovered before any serious mortality among  
rats has been observed, and we may hope,  
therefore, that precautionary measures will  
result in preventing the area infected from  
increasing. The steps to be taken in con-  
junction with the public to deal with the  
outbreak are enumerated in the Health Officer's  
report; they include inoculation and the  
organization of brigades to destroy rats and  
to render, as far as possible, houses and  
drains rat-proof. Apart from these measures  
it is to be presumed that the Health Department  
will consider the advisability of systematic dis-  
infection, which, in other centres has been  
dealing with an outbreak of plague. Experience  
has shown that the policy of picking out and  
dealing with infected blocks or circumscribed  
areas in a town generally results in spreading  
the infection over a wider area, as the rats at  
once begin to move away from the disinfecting  
operations. A systematic cleansing scheme in a  
town of the proportions of Shanghai presents con-  
siderable obstacles, even if the work be confined  
to the Hongkong district; but in the outbreak of  
a few years ago in South Africa it was success-  
fully carried out in Port Elizabeth with a popu-  
lation of 33,000, and in East London with 25,000  
inhabitants. The work entails an organized  
plan of campaign and must last over several  
months. As the systematic disinfection of the  
area proceeds, operators are left behind to keep  
the area under surveillance with a view to the  
prompt detection of any return of rats or  
rekindling of infection. In the case of Shanghai  
it has to be remembered that a liberal expendi-  
ture of money at this stage may save the com-  
munity a far greater outlay at a later date. It  
is a satisfactory feature that the Council has  
lost no time in making the situation known,  
and the straightforward tone of Dr. Stanley's  
memorandum should convince the public that  
their interests in this matter are in safe hands  
provided they co-operate wholeheartedly in the  
precautionary measures.

### DREAMS AND LOTTERIES.

A good story is reported from Turin. Rosa  
Tirone, a domestic servant in the employ of Dr.  
Cecilio, a distinguished lawyer and ex-member of  
Parliament, dreamt that she was at a well draw-  
ing water. Suddenly her dead sweetheart ap-  
peared and said to her: "I remember thy love,  
and want to reward thee for it. Put these  
numbers in the Royal lottery. 'Thou shalt win.'"  
He then gave Tirone certain numbers, which  
she used in the manner suggested, and indeed  
her mistress to take a chance also. The result  
was astonishing: Four of the numbers were  
drawn, and Tirone won £14,440, while her  
mistress, who had wagered a smaller sum, gained  
£1,200.

Naturally all the Italian newspapers reported  
the event, about which a considerable fuss was  
made. Still more startling, however, was the  
sceptical. On reading the name Tirone in the  
papers, the police remembered that the young  
woman had several accounts open with justice.  
She had, in fact, had four sentences pronounced  
against her, amounting to a total of five years'  
penal servitude for theft and swindling. So,  
amidst the glory of interviews and the happiness  
of riches, she was arrested.

### MITSUBISHI GOSHI KAISHA. (MITSUBISHI CO.) COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA,  
OCHI, HOJO, NAKAZUTA, SATO,  
SHINNEW, and KAMITAMADA,  
Collieries.

### SOLE AGENTS FOR KISHIDAKE, MITAO, and KIGYO KOMATSU Coals.

HEAD OFFICE: MARUNOUCHI,  
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BRANCH OFFICES: NAGASAKI,  
MOJI, KANBATSU, WAKAMATSU,  
KOBE, OSAKA, SHANGHAI,  
HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI"  
Codes, AI, ABC 5th Ed. Western Union.

AGENCIES:—  
YOKOHAMA: M. ASADA, Esq.  
CHUNKIANG: Messrs. GRABING & Co.  
MANILA: Messrs. MACDONALD & Co.  
For Particulars apply to  
H. OISHI,  
Manager,  
No. 2, Pedder Street, Hongkong.  
Hongkong, 7th August, 1908. [716]

AS SUPPLIED TO THE HOUSE OF  
LORDS, AND HOUSE OF COMMONS.

### THORNE'S OLD VAT

PER CASE \$15



THIS VAT WAS STARTED BY THE LATE ROBERT THORNE  
OF GREENOCK AND HAS BEEN SOLED SINCE 1841

### SCOTCH WHISKY.

SOLE AGENTS IN  
HONG KONG, CHINA & MANILLA.  
A. S. WATSON & CO. LTD.

### NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer  
"ASSAYE"  
FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon where each  
Consignment will be sorted out Mark by Mark  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex s.s. "Victoria."  
From Australia ex s.s. "Moldavia."  
From Persian Gulf ex B. I. S. N. &  
P. S. N. Co's Steamers.

Optional Goods will be landed here unless  
instructions are given to the contrary within  
5 hours.

Goods not cleared by the 31st inst., at 4 P.M.,  
will be subject to rent.

No Fire Insurance will be effected by me  
in any case whatever.  
Damaged packages must be left in the  
Godowns for examination by the Consignee and  
the Company's representative at an appointed  
hour. All claims must be presented within ten  
days of the steamer's arrival here after which  
they cannot be recognised. No claims will  
be admitted after the goods have left the  
Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 24th December, 1908. [1]

### "BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVOLICH,"  
FROM MIDDLESBROUGH, ANTWERP,  
LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby in-  
formed that all Goods are being landed at  
their risk into the hazardous and/or extra  
hazardous Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, Ltd.,  
whence and/or from the wharves delivery may  
be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 1st Jan., will be subject  
to rent.

All Claims against the Steamer must be pre-  
sented to the Underwriter on or before the  
7th Jan., or they will not be recognised.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 31st inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 23rd December, 1908. [1701]

### THE OCEAN STEAMSHIP CO. LIMITED, AND THE CHINA MUTUAL STEAM NAV. Co., Ltd.

### NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo on THE OCEAN  
STEAMSHIP and THE CHINA  
MUTUAL STEAM NAVIGATION Co's  
Steamers are hereby notified that on and  
after 1st JANUARY, 1909, all Cargo on these  
Steamers will be landed into HOLTS'  
WHARF, KOWLOON, which will be Oper-  
ated from that date to receive and Store Cargo.  
For Storage Rates and other particulars,  
Apply to

BUTTERFIELD & SWIRE,  
AGENTS:  
THE OCEAN STEAMSHIP Co.,  
LIMITED.

THE CHINA MUTUAL STEAM  
NAVIGATION Co., Ltd.

HOLTS' WHARF.

Hongkong, 15th December, 1908. [1664]

### KEATING'S LOZENGES

CURE THE WORST COUGH

SOLD IN BOTTLES EVERYWHERE

### APIOLINE

(CHAPOTEAUT)



LADIES' SAFE  
PAIN-EXPELLER

For functional troubles, delay, pain  
and those irregularities peculiar to  
the sex.

Prescribed by the highest French  
Medical authorities and superior to  
Tanner's, Stodt's and Penny royal.

CHAPOTEAUT, 8, rue Vienne, Paris.

Sold by all Chemists.

116-3



## SHIPPING.

## ARRIVALS.

ANHUI, British str., 1,356, Meathel, 28th Dec.  
Swatow 27th Dec., Ballast—Butterfield & Swire.  
BUELOW, German str., 9,028, H. Formes, 29th Dec.—Yokohama 19th December, General.  
CATHARINE AVEAR, British str., 1,730, W. D. Thomas, 29th Dec.—Calcutta & Straits 12th Dec., General—David Sassoon & Co.  
CHITRELL, British str., 1,143, C. Lindbough 28th Dec.—Haiphong 24th Dec., Rice and General—Butterfield & Swire.  
CHUYUN, Chinese str., 1,133, C. Steward, 27th Dec.—Shanghai 25th Dec., General—C. M. S. N. Co.  
FOOSHING, British str., 29th Dec.—Canton.  
HANGSHAN, British str., 999, Mawley, 29th Dec.—Chinkiang 24th December, General—Butterfield & Swire.  
HONGKONG, British str., 1,217, Forsyth, 28th Dec.—Cebu 24th December, General—Butterfield & Swire.  
KONGTONG, German str., 998, W. Bötterfuh, 29th Dec.—Bangkok 20th Dec., Rice—Butterfield & Swire.  
YASAN MARU, Japanese str., 2,329, Aoko, 29th Dec.—Katsushina 21st Dec., Coal—Mitsui Bussan Kaisha.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
29th December.  
Zuelow, German str., for Europe, &c.  
Zungchow, British str., for Canton.  
HONGKONG, British str., for Swatow.  
HONGKONG, British str., for Singapore.  
HONGKONG, British str., for Haiphong.  
HONGKONG, German str., for Swatow.  
Washing, British str., for Canton.  
Yunnan, British str., for Moji.

## DEPARTURES.

29th December.  
ARIARI MARU, Japanese str., for Amoy.  
BERNOLICH, British str., for Nagasaki.  
BORNED, German str., for Sandakan.  
CHONGSHING, British str., for Swatow.  
CHUYUN, Chinese str., for Canton.  
DAIIN MARU, Japanese str., for Swatow.  
DARJAIL, British str., for Manila.  
HATVAN, British str., for Swatow.  
HILLES, German str., for Swatow.  
FUSHING, British str., for Shanghai.  
LAISAKO, British str., for Singapore.  
LINAN, British str., for Canton.  
MATHILDE, German str., for Haiphong.  
MOTUNE, British str., for Singapore.  
SCANDIA, German str., for Colombo.  
SHAOHUNG, British str., for Shanghai.  
SHINSU MARU, Japanese str., for Nagasaki.  
TEAN, British str., for Manila.  
YUSEN MARU, Japanese str., for Moji.

## SHIPPING REPORTS.

The British str. Zafro reports: Light to moderate N.E. and W. wind, moderate sea and fine clear weather.  
The British str. Huichow reports: On this way from Cebu we picked up three shipwrecked men of a junk and brought them to Hongkong.

## VESSELS IN DOCK.

December 29th.  
ABERDEEN DOCK.—Borneo, Hainan.  
KOWLOON DOCK.—H.M.S. Virago, Prinz Waldemar, Triumph, H.M.S. Fame, H.M.S. Jervis, Torquay.  
COSMOPOLITAN DOCK.—Derwent, Lockuan.

## VESSELS ON THE BERTH

UNITED STATES & CHINA JAPAN STEAMSHIP LINE.  
FOR NEW YORK AND BOSTON VIA SUEZ CANAL.  
(With Liberty to Call at Malabar Coast.)

THE Steamship  
"INDRAWADI."  
Captain Williams, will be despatched as above on TUESDAY, the 5th January, 1909.  
For Freight apply to  
JARDINE, MATHESON & Co., Agents.  
HONGKONG, 14th December, 1908. [1658]  
EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
FOR SYDNEY AND MELBOURNE.  
(Calling at Port Darwin, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship  
"EMPIRE."  
Captain Holms, will be despatched as above on WEDNESDAY, the 6th Jan., at Noon, 1909.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.  
For Passage, apply to  
GIBB, LIVINGSTON & Co., Agents.  
HONGKONG, 29th December, 1908. [1661]  
REGULAR STEAMSHIP SERVICE.  
(WITH LIBERTY TO CALL AT MALABAR COAST.)  
PROPOSED SAILINGS FROM HONGKONG.  
FOR BOSTON AND NEW YORK  
S.S. "MUNCASTER CASTLE."  
On 19th Jan., 09  
For Freight and further information, apply to  
DODWELL & Co., Ltd., Agents.  
HONGKONG, 25th December, 1908. [1298]  
"SHIRE" LINE OF STEAMERS  
LIMITED.  
FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship  
"CARNARVONSHIRE."  
will be despatched for the above Ports about end of January, 1909.  
For Freight and Passage, apply to  
SHEWAN, TOMES & Co., Agents.  
HONGKONG, 25th December, 1908. [1695]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Towloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m" and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	SIOLIA	Brit. str.	—	C. W. Watkins, R.N.R.	P. & O. S. N. Co.	Today.
LONDON & ANTWERP VIA SINGAPORE, &c.	GLENHORN	Brit. str.	—	Haughton	McGREGOR BROS. & GOW	On 14th Jan.
LONDON & ANTWERP VIA SINGAPORE, &c.	ABATE	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On 9th Jan., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	CARNARVONSHIRE	Brit. str.	—	—	SHEWAN, TOMES & Co.	End of January.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	DEN OF OIL	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 5th Jan.
HAVRE & HAMBURG VIA STRAITS, &c.	ISTRIA	Ger. str.	k.w.	Luning	HAMBURG-AMERIKA LINIE	On 11th Jan.
HAVRE & HAMBURG VIA STRAITS, &c.	BARCELONA	Ger. str.	k.w.	Pors-lins	HAMBURG-AMERIKA LINIE	On 25th Jan.
HAVRE & HAMBURG VIA STRAITS, &c.	C. FRED. LARSEN	Ger. str.	k.w.	Wagner	HAMBURG-AMERIKA LINIE	On 28th Jan.
HAVRE & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERIKA LINIE	On 22nd Febr.
HAVRE & HAMBURG VIA STRAITS, &c.	ANDALUSIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 27th Febr.
MARSEILLES, HAVRE & COPENHAGEN	SIAM	Fr. str.	—	Girard	MESSAGERIES MARITIMES	Beginning of January.
MARSEILLES, HAVRE & COPENHAGEN	MAKEDONIA	Fr. str.	—	C. D. Bennett, R.N.R.	P. & O. S. N. Co.	On 6th Jan., at 1 p.m.
MARSEILLES & LONDON VIA FOMBA	FADO MARU	Jap. str.	—	Geo. Anderson	NIPPON YUSEN KAISHA	On 20th March
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BINGO MARU	Jap. str.	—	A. Christensen	NIPPON YUSEN KAISHA	On 6th Jan., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BUELOW	Ger. str.	—	H. Formes	MELCHERS & Co.	On 20th Jan., at D'light
TRIESTE, &c. VIA SINGAPORE, &c.	PRINCESS ALICE	Ger. str.	—	G. Rott	MELCHERS & Co.	On 10th March.
NEW YORK & BOSTON VIA SUEZ PORTS	PERSIA	Aus. str.	—	Bartolo	MELCHERS & Co.	On 20th Jan.
BOSTON & NEW YORK	INVERIC	Brit. str.	—	Williams	JARDINE, MATHESON & Co. LD.	On 5th Jan.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MUNSTER CASTLE	Brit. str.	2 m.	—	DODWELL & Co., LD.	On 19th Jan.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 16th Jan., at 7 a.m.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	SHINANO MARU	Jap. str.	—	K. Kawara	CANADIAN PACIFIC R. Co.	On 24th March, at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	INVERIC	Brit. str.	—	J. Boyd	NIPPON YUSEN KAISHA	On 14th Jan., at Noon.
AUSTRALIAN PORTS VIA MANILA	TANZO MARU	Jap. str.	—	Wm. Thompson	DODWELL & Co., LD.	On 19th Jan., at Noon.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Jap. str.	1 m.	G. W. Eddy	NIPPON YUSEN KAISHA	On 31st Jan., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	—	F. Iscke	MELCHERS & Co.	To-morrow, at 5 p.m.
AUSTRALIAN PORTS VIA MANILA	EMPIRE	Brit. str.	—	P. T. Helms	GIBB, LIVINGSTON & Co.	On 8th Jan., at Noon.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	N. Matheson	NIPPON YUSEN KAISHA	To-morrow, at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 22nd Jan., at Noon.
KOBE	WAKAMITSU MARU	Jap. str.	—	T. Yamawaki	NIPPON YUSEN KAISHA	On 19th Febr., at Noon.
KOBE & YOKOHAMA	AWA MARU	Jap. str.	—	A. Keith	NIPPON YUSEN KAISHA	On 4th Jan.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 13th Jan., at D'light
JAPAN	FOOSHING	Brit. str.	—	H. Kopp	NIPPON YUSEN KAISHA	On 20th Jan., at Noon.
SHANGHAI VIA FOOSHING	HANYANG	Brit. str.	1 m.	T. Arthur	JARDINE, MATHESON & Co., LD.	Quick despatch.
SHANGHAI, CHEFOO & DALY	CHOSUN MARU	Jap. str.	—	H. Trowbridge	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI VIA SWATOW, AMOY & FOOSHING	KWONGSANG	Ger. str.	—	T. Suruga	OSAKA SHOSHN KAISHA	To-morrow, at Daylight
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	P. E. FRIEDRICH	Ger. str.	1 m.	F. Wheeler	JARDINE, MATHESON & Co., LD.	To-morrow, at 4 p.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NYANZA	Brit. str.	—	E. Malchow	MELCHERS & Co.	About 31st inst.
SHANGHAI, KOBE & YOKOHAMA	STONY	Frans. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	About 2nd Jan.
SHANGHAI	DELHI	Brit. str.	—	Rebutat	MESSAGERIES MARITIMES	About 4th Jan.
SHANGHAI, YOKOHAMA, KOBE & MOJI	FOOKSANG	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	About 8th Jan.
SHANGHAI, YOKOHAMA & KOBE	VEDDO	Dan. str.	—	—	JARDINE, MATHESON & Co., LD.	On 11th Jan., at Noon
SHANGHAI, YOKOHAMA & KOBE	ANDALUSIA	Ger. str.	k.w.	Bloch	MELCHERS & Co.	Middle of January.
SHANGHAI, YOKOHAMA & KOBE	SLAVONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERIKA LINIE	On 3rd Jan.
SHANGHAI, YOKOHAMA & KOBE	TIMAH	Dut. str.	—	de Brouwer	HAMBURG-AMERIKA LINIE	On 17th Jan.
SHANGHAI	GROSHU MARU	Jap. str.	—	Ijichi	JAYA-CHINA JAPAN LUN	Quick despatch.
ANPING VIA SWATOW & AMOY	JOSEPH MARU	Jap. str.	—	Y. Kaburaki	OSAKA SHOSHN KAISHA	On 6th Jan., at 8 a.m.
AMOY & SHANGHAI	XUNNAN	Brit. str.	1 m.	W. O. Jones	BUTTERFIELD & SWIRE	On 3rd Jan., at 8 a.m.
SWATOW, AMOY & FOOSHING	HAICHING	Brit. str.	2 h.	Pasmore	DODWELL & Co.	To-day, at Noon.
SWATOW, AMOY & FOOSHING	HAICHING	Brit. str.	2 h.	Hedgins	DOUGLAS LAFRAIK & Co.	On 1st Jan., at Noon.
HAIPHONG	CHIELI	Brit. str.	1 m.	J. Warrack	BUTTERFIELD & SWIRE	On 5th Jan., at Noon.
HOIHOW & HAIPHONG	HUEH	Brit. str.	1 m.	Spink	BUTTERFIELD & SWIRE	To-morrow, at Noon.
MANILA	LOONGSANG	Brit. str.	—	S. J. Faye	JARDINE, MATHESON & Co., LD.	To-day, at 10 a.m.
MANILA	ZAFIRO	Brit. str.	—	R. Rogers	JARDINE, MATHESON & Co., LD.	To-morrow, at 4 p.m.
MANILA	TAMING	Brit. str.	—	A. Souerville	BUTTERFIELD & SWIRE	On 2nd Jan., at Noon.
MANILA	TRENSANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., LD.	On 3rd Jan., at 3 p.m.
MANILA	RUBI	Brit. str.	—	H. W. Almond	JARDINE, MATHESON & Co., LD.	On 8th Jan., at 4 p.m.
MANILA	BORNED	Ger. str.	—	F. Semblil	MELCHERS & Co.	On 9th Jan., at Noon.
KUDAT & SANDAKAN	TAKASAKI MARU	Jap. str.	—	A. Mecker	NIPPON YUSEN KAISHA	To-morrow, at 8 a.m.
KUDAT & SANDAKAN	KUBANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., LD.	To-day.
SINGAPORE, PENANG & CALCUTTA	TIPIANAS	Dut. str.	—	Pander	JAYA-CHINA JAPAN LUN	On 15th Jan., at Noon.
BATAVIA, CHERIBON, SAMARANG, &c.						Quick despatch.

## NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
KUDAT & SANDAKAN ... ..	"BORNEO" Capt. F. SEMBIL	Thursday, 31st Dec., at 8 a.m.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"BUELOW" Capt. H. FORMES	Wed. day, 30th Dec., at Noon.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. F. ISCKE	Thursday, 31st Dec., at 5 p.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"PRINZ EITEL FRIEDRICH" Capt. E. MALCHOW	About Thursday, 31st December.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
GENERAL AGENTS, HONGKONG & CHINA.  
Hongkong, 29th December, 1908.

## THE BANK LINE, LIMITED.

CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., SEATTLE & TACOMA  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
INVERIC	4,789	J. Boyd	On 14th January, 09
BOVERIC	4,445	Mathie	On 11th Febr., 09
SOVERIC	6,235	W. Shotton	On 11th March, 09

These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,  
GENERAL AGENTS.  
QUEEN'S BUILDINGS.  
Hongkong, 2nd December, 1908.

## MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"SYDNEY" Capt. Robulat	About 4th January.
MARSEILLES VIA PORTS	"ERNEST SIMONS" Capt. Girard	On 5th Jan., 1 p.m.
SHANGHAI, KOBE & YOKOHAMA	"POLYNESIE" Capt. Broc	On 18th Jan., p.m.
MARSEILLES VIA PORTS	"TONKIN" Capt. Charbonnel	On 19th Jan., 1 p.m.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—  
P. DE CHAMPMORIN, AGENT,  
Queen's Building.  
Hongkong, 29th December, 1908.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific is the "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel, 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration).	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "EMPERESS OF JAPAN"	6,000 ... SATURDAY, 16th Jan.	5th Febr. 09
"EMPERESS OF CHINA"	6,000 ... SATURDAY, 13th Febr.	5th March 09
"MONTEAGLE"	6,163 ... TUESDAY, 2nd March	26th March 09
"EMPERESS OF INDIA"	6,000 ... SATURDAY, 13th March	2nd April 09
"EMPERESS OF JAPAN"	6,000 ... SATURDAY, 10th April	30th April 09
"EMPERESS OF CHINA"	6,000 ... SATURDAY, 1st May	22nd May 09

"EMPERESS" Steamships will depart from HONGKONG at 7 a.m.

S.S. "MONTEAGLE" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI through the INLAND SEA OF JAPAN, KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe. Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers ... £40 ... £42. and 1st Class Railway ...

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD. SPECIAL RATES (First Class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Prays, opposite Blake Pier.

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"ASSAYE,"  
Captain C. I. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 9th January, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "INDIA," 8,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.  
Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "PERSIA" due in London on the 20th February, 1909.  
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 28th December, 1908. [1]

## "GLEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

## THE Steamship

"GLENHORN"  
Captain Haughton, will be despatched as above on MONDAY, the 11th January, 1909.  
For Freight, apply to  
McGREGOR BROS. & GOW.  
Hongkong, 30th December, 1908. [1678]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR  
TRIESTE (DIRECT),  
Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEEN, SUEZ AND PORT SAID.  
(Taking Cargo at through rates to the BRITISH, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE AND ADELIATIC PORTS.)

## THE Company's Steamship

"PERSIA"  
Captain Bartolo, will be despatched as above on the 20th January, 1909.  
This Steamer has special accommodation for passengers, electric light and carries a doctor.  
For information as to Passage and Freight, apply to  
SANDER, WIELER & Co., Agents,  
Princes' Buildings.  
Hongkong, 29th December, 1908. [3]

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.



SPECIAL BLEND WHISKY.

SHIPPERS  
Cutler, Palmer & Co., London.  
AGENTS  
SIEMSEN & CO.,  
HONGKONG.

## CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST,  
By CHAS. J. HALCOMBE  
(Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.)

THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G. and Dr. A. BERNIE.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home. Well bound in Yellow Cloth with Chinese Emblem in Gold.

PRICE ... .. \$3.50

To be obtained from Messrs. KELLY & WALSH LTD., Messrs. BREWER & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO Port SAID and MARSEILLES	SICILIA .....	On 30th Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NYANZA .....	About 2nd Jan.	Freight and Passage.
SHANGHAI	DELHI .....	About 8th Jan.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	ASSAYE .....	Noon, 9th Jan.	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 28th December, 1908.

## CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HONGKONG and HAIPHONG	"HUPEH" .....	On 30th Dec., 10 A.M.
AMOI and SHANGHAI	"YUNNAN" .....	On 30th Dec., Noon.
SHANGHAI, CHEFOO and DALNY	"HANYANG" .....	On 30th Dec., 4 P.M.
HAIPHONG	"CHILIT" .....	On 31st Dec., Noon.
MANILA	"TAMING" .....	On 5th Jan., 5 P.M.

MANILA ZAMBOANGA PORT  
DARWIN, THURSDAY ISLAND,  
COOKTOWN, CAIRNS, TOWNS-  
VILLE, BRISBANE, SYDNEY,  
with Transhipment for TASMANIA,  
NEW ZEALAND, ADELAIDE,  
FREMANTLE and PERTH.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger  
accommodation with Electric Light throughout and Electric Fans in the State-rooms and  
Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light  
throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.  
Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo  
on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA  
AND AUSTRALIAN PORTS.

For Freight or Passage apply to—  
Hongkong, 30th December, 1908.BUTTERFIELD & SWIRE,  
AGENTS.

## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG SOUTH CHINA COAST PORTS  
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
SHANGHAI via SWATOW, "CHOSHUN MARU"	Capt. T. SURUGA	THURSDAY, 31st Dec., at Daylight
AMOI & FOOCHOW		
TAMUI via SWATOW "JOSHIN MARU"	Capt. T. KASURAKI	SUNDAY, 3rd Jan., at 8 A.M.
AMOI & FOOCHOW		
ANPING via SWATOW "SHOSHU MARU"	Capt. IZUCHI	WEDNESDAY, 6th Jan., at 8 A.M.
AMOI		

These new Steamers have excellent accommodation for First and Second Class  
Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships.  
Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch  
Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 30th December, 1908.

T. ARIMA, Manager

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## DOUGLAS STEAMSHIP CO LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON  
THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS  
PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAICHING"	SWATOW, AMOI & FOOCHOW	FRIDAY, 1st Jan., 09 at Noon.
"HAIYANG"	SWATOW, AMOI & FOOCHOW	TUESDAY, 5th Jan., at Noon.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL  
ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR  
BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 30th December, 1908.

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## INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI via FOOCHOW	"FOONGSANG" .....	Wed'ay, 30th Dec., 4 P.M.
MANILA	"LOONGSANG" .....	Thursday, 31st Dec., 4 P.M.
SHANGHAI	"KWONGSANG" .....	Thursday, 31st Dec., 4 P.M.
MANILA	"YUENSANG" .....	Friday, 8th Jan., 4 P.M. 09
SHANGHAI, YOKOHAMA, KORE & MOJI	"FOOKSANG" .....	Monday, 11th Jan., Noon 09
SINGAPORE, PENANG & CALCUTTA	"KUTSANG" .....	Friday, 15th Jan., Noon.

FOR THE MANILA CARNIVAL.

FEBRUARY 2nd to 9th, 1909.

A Special Reduced Fare of \$50 for Return Passengers will be issued for our Sailings to Manila  
of the 29th January, and 5th February, available for 30 days from date of issue. Passengers taking  
out these tickets are exempt from the Head Tax.

Steamers have superior accommodation for First Class Passengers and are fitted throughout  
with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang  
Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,  
Hongkong, 30th December, 1908.

GENERAL MANAGERS.

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## EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAYRE and COPENHAGEN	"SIAM" .....	Beginning of Jan., 09
SHANGHAI, YOKOHAMA and KOBE	"YEDDO" .....	Middle of Jan., 09

For Further Particulars apply to  
Hongkong, 10th December, 1908.MELCHERS & Co.,  
AGENTS.

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## HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British  
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,  
Levantine, Black Sea and Baltic Ports,  
and all North and South American Ports  
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to  
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:  
HOMeward.

OUTWARD.	FOR ROTTERDAM & HAMBURG:	DATE OF SAILING.
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. DEN OF OGIH .....	5th Jan. 09
S.S. ANDALUSIA .....	FOR HAVRE & HAMBURG:	11th Jan. 09
S.S. SLAVONIA .....	S.S. ISTRIA .....	25th Jan. 09
S.S. SAKONIA .....	FOR HAVRE & HAMBURG:	28th Jan. 09
S.S. SPEZIA .....	S.S. C. FERD. LAEISZ .....	22nd Febr. 09
	FOR HAVRE & HAMBURG:	27th Febr. 09

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

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## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between  
Hongkong and Manila. Saloon amidships. Electric Light, Perfect  
Cuisine. SURGEON and STEWARDESS carried. All the most up-to-  
date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO .....	2540	R. Rodger	Manila	On 2nd Jan., Noon.
RUBI .....	2540	R. W. Almond	Manila	On 9th Jan., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,  
GENERAL MANAGERS.

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## NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO and PORT SAID	SADO MARU Capt. Geo. Anderson	6227	WED'DAY, 6th Jan., 09 at Daylight
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	BINGO MARU Capt. A. Christiansen	6247	WED'DAY, 20th Jan., 09 at Daylight
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SHINANO MARU Capt. K. Kawara	6388	TUESDAY, 5th Jan., 09 at Noon.
BOMBAY via SINGAPORE and COLOMBO	TANGO MARU Capt. Wm. Thompson	7453	TUESDAY, 19th Jan., 09 at Noon.
KOBE and YOKOHAMA	KUMANO MARU Capt. N. Mathieson	5076	FRIDAY, 22nd Jan., 09 at Noon.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine	3817	FRIDAY, 19th Febr., at Noon.
	YAKASAKI MARU Capt. A. Mosker	4370	WED'DAY, 30th December
	WAKAMIYA MARU Capt. T. Yamawaki	4421	MONDAY, 4th January
	AWA MARU Capt. A. Keith	6309	WED'DAY, 13th Jan., 09 at Daylight
	YAWATA MARU Capt. T. Sekine	3817	WED'DAY, 20th Jan., 09 at Noon.

\* Omitting Yokkaichi.  
† Fitted with Marconi's System of Wireless Telegraphy.  
‡ Through Passengers Tickets issued to the Principal Cities in the United States, Canada  
and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic  
Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama,  
1st and 2nd Class through Passengers have the option of travelling by Rail.  
\* For Further information as to Freight, Passage, Sailings, &c., apply at the Company's  
Local Branch Office in Prince's Buildings, First Floor, Charter Road.

Hongkong, 29th December, 1908.

T. KUSUMOTO,  
MANAGER.

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## THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C.  
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-  
SIBERIAN RAILWAY.  
TOURS arranged to ALL PARTS of the WORLD.  
BAGGAGE collected, forwarded and insured at lowest rates.  
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.  
FOREIGN MONIES exchanged.

Head Office for the Far East—  
16, DES VŒUX ROAD,  
HONGKONG.Japan Office:  
14, WATER STREET,  
YOKOHAMA.

## JAVA-CHINA-JAPAN LIJN REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	SHANGHAI	Second half of Dec.	JAVA	Second half of Dec.
TJIMAH	JAVA	First half of Jan.	SHANGHAI	First half of Jan.
TJILIWONG	JAPAN	First half of Jan.	JAVA	First half of Jan.
TJIKINI	JAVA	Second half of Jan.	JAPAN	Second half of Jan.
TJILATJAP	JAVA	First half of Febr.	SHANGHAI	First half of Febr.
TJIBODAS	JAVA	First half of Febr.	JAPAN	First half of Febr.

The Steamers are all fitted throughout with Electric Light and have accommodation for  
a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports  
on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.  
Hongkong, 14th December, 1908.

Telephone No. 375.

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PASSENGER SEASON 1909.

## IN 25 DAYS TO ITALY

BY THE

## MAGNIFICENT N.D.L. LINERS:

Tons Reg.

"PRINZESS ALICE" - 10,911 - ON MARCH 10TH.	
Capt. G. ROTT.	
"KLEIST" - 9,000 - ON MARCH 24TH.	
Capt. R. MEYER.	
"PRINZ LUDWIG" - 9,630 - ON APRIL 7TH.	
Capt. F. v. BINZER.	

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON  
TO LAND PASSENGERS.

Early booking recommended.

For Particulars, apply to—

MELCHERS & Co.,  
GENERAL AGENTS.

Hongkong, 1st December, 1908.

[1624]

## PENINSULAR & ORIENTAL STEAM NAVIGATION COY.

### S.S. "MACEDONIA."

10,500 TONS.

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON  
VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 20th, 1909, STAYING  
AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—

MARSEILLES - - - -	APRIL 17TH.
LONDON - - - - -	APRIL 24TH.

FARES TO LONDON—

1st SALOON	£71.10	SINGLE	£106.14	RETURN.
2nd	£48.8		£72.12	

For further Particulars apply to—

E. A. HEWETT,  
SUPERINTENDENT.

Hongkong, 24th November, 1908.

[1500]

## SOUTH MANCHURIA RAILWAY

SHORTEST AND QUICKEST ROUTE  
BETWEEN  
CHINA AND EUROPE VIA DAIREN (DALNY).

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer  
"Kobe Maru" (2377 tons) sailing from Dairen every Monday and from Shanghai  
every Friday, in connection with the South Manchurian Express and Trans-Siberian  
Route (International Train de Luxe).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Kwantung  
(in connection with Siberian Express trains at Harbin) by a train composed of  
excellently equipped Sleeping, Dining and first-class Cars expressly built for the  
Company by the Pullman Car Co.

BRANCH RAILWAY LINES:  
RYOJUN LINE—For Ryojun (Port Arthur), 2 hours from Dairen.  
YINGKOU LINE—For Yingkou (Newchang), 3 hours from Tashichiao Junction.  
FUSHUN LINE—For the famous Fushun Collieries from Suichiao Junction.  
ANTUNG-HSIEH LINE—A light railway from Mukden to Antung-Hsien connecting  
with the Korean Government Railway.

RAILWAY HOTELS—"YAMATO" HOTEL (Tel. Add. "YAMATO").  
At DAIREN (Dalny), PORT ARTHUR and CHANGCHUN (KWANGCHENGZU),  
all managed by the Company and provided with every convenience, luxury, and  
comfort.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.  
Tel. Add. "MANCHU". Codes: A.B.C. 5th Ed., AI, and Lieber's. [1303]

### NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS  
in CHINA and JAPAN for the above Line  
are prepared to issue THROUGH BILLS  
OF LADING for all the principal ports in  
SOUTH AFRICA, in connection with INDO-  
CHINA STEAM NAVIGATION Co.'s fortnightly  
service hence to CALCUTTA. Sailings from  
CALCUTTA for CAPE PORTS every fortnight.  
For Freight and further particulars,  
apply to  
DODWELL & CO., LIMITED,  
General Agents for China and Japan.  
Hongkong, 4th August, 1898.

VISITORS TO CANTON  
Should purchase  
"FROM HONGKONG TO CANTON,  
BY THE PEARL RIVER."  
BY  
CAPTAIN C. V. LLOYD (s.s. "FAIRHAR")  
With Illustrations, Maps and Plans.  
Price .....

On Sale at—  
Hongkong: "DAILY PRESS" Office.  
Messrs. KELLY & WALSH.  
Messrs. W. BREWER & CO.  
Canton: Messrs. A. S. WATSON & Co.  
Hongkong, 4th October, 1903.



